Vol. XLIII. No. 7299.

號四月年七十八百八千一英

NOICE.

PARTNERSP on the 1st January

E INES HUGHES.

H. H. WINN.

N. J. EZRA.

THE Undersign will Enten

Hongkong, Decent 31, 1886.

Hongkong until furt Notice.

Hongkong, Decem 20, 1886.

16. BANK BUILDINGS

NO'CE.

TAR. R. H. KIMBL will TAKE CHARGE

Intintions.

IMPORTAT NOTICE.

Japan! Jap!! Japan!!!

KUH & Co.

JAPANESE FIN ART GALLERY.

(Opposite the Nekone Hotel).

NOW OPEN TE

A NCIENT and DERN BRONZES,

A IVORIES, LQUER, SILKS, and

BROCADES : GEUINE SATSUMA,

WRAPPERS, JACETS and GOWNS,

All will be offerest the lowest possible

INSPECTION RECIFULLY INVITED,

THE HONGRON AND KOWLOON

WHARF, GODYN AND CARGO-

BOAT OMPANY.

First-Class Graniteodowns at Cheap Rates.

Also Coals in spedly constructed Sheds.

For further Partillars, apply to

Hougkong, Februy 17, 1386.

GRIF'ITH'S

NOW EADY,

GRIFFTH & Co.,

MANUFITURERS

LONDON ÆRAED WATERS,

1. DUDDEL STREET.

At the same Merate Charges.

NOTOE.

HONGKONG AND HAMPOA DOCK

COMPANY, IMITED.

CHIPMASTERS an ENGINEERS are

their arrival in this arbour, NONE of

the Company's FOREEN should be at

hand, Orders for REFIRS if sent to the

HEAD OFFICE, No. 14, raya Central, will

In the Event of Commints being found

necessary, Communicate with the Under-

signed is requested, who immediate steps

will be taken to rectifythe cause of dia-

CHAS. J. GAUP & Co.,

Jewellers, Gold & ilversmiths.

NYAUTICAL, SCINTIFIC AND

INSTRUMENTS.

VOIGTLANDER'S CLEBRATED

BINOCULARS AND TLESCOPES.

RITCHIE'S LIQUID AND CHER COMPASSES.

NAUTICAL BOKS.

English SILVER & ELECTA-PLATED WARE.

GOLD & SILVER JWELLERY,

in great varity.

DIAMODDS

DIAMOND JEWILLERY,

DENTIST Y.

FIRST CLASS WORKLANSHIP.

MODERATE RES.

MR. WONG TAIFONG,

o. 2, DUDDELL STREET.

9

Splendid Collection of thLatest LONDON.

PATTERNS, at very module prices. 742

ADMIRALTY & IMRY CHARTS,

METEORODGICAL

DGILLIES.

respectfully infened that, if upon

Hongkong, June 9,885.

receive prompt attentio

Hongkong, August 251885.

satisfaction.

SELTZER

SARSAPARILLA 11

Continue; Supply:

LEMONADE,

GINGERADE.

RASPBERKYADE,

&c., &c., &c.

DUDDEL STREET.

W. KRFOOT HUGHES,

adder's Street.

VIEWS OF HONGKONG

GANT and USFFL ARTICLES.

Hongkong, Janiy 3, 1887.

wholesale prices in pan.

of my DEML PRACTICE in

HONGKONG, TUESDAY, JANUARY 4, 1887.

Established February, 1845.

日一十月二十年戌丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE

STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, 1887, as Share anGENERAL BROKERS. Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. under the Style or In of 'HUGHES & EZRA.' PARIS AND EUROPE :- AMEDEI PRINCE

& Co. 36, Rue Lafayette, Paris. NEW YORK: -ANDREW WIND, 21, Park SAN FRANCISCO and American Ports onerally: BEAN & BLACK, San Fran-

AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH, Melbourns and Sydney. CEYLON -W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c. :- SAVER &C

Co., Square, Singapore. C. HEINSZEN & Oo. Manila. CHINA :- Macae, F. A. DE' CRUZ. Swatow, Quelch & Co. Amoy, Wilson, NICHOLIS & Co. Foodlow, HEDGE & On. Shanghai, LANE, ORAWFORD & On, and Kelle & Walsh. Yokohama, LANE, CHAWFORD & Co., and KELLY

### Banks.

NOTICE. TO ULES OF THE HONGKONG SAVINGS'BANK.

L.—The business of th above Bank will be conducted by he Hongkong and Shanghai Banking orporation, on their premises in Hongong. Business hours PHOTOGRAPH BUMS, BRONZÉ JEWELLERY, at Hundreds of ELEon week-days, 1( to 3 : Saturdays, 10

-Sums less than \$1 or more than \$250 at one time will at be received. No depositor may dessit more than \$2,500 in any one year.

3. - Depositors in thesevings' Bank having \$100 or more a their credit may at their option truster the same to the Hongkong and sanghai Banking Corporation on fixedeposit for 12 months at 5 per cent, peannum interest. 4.-Interest at the re of 31 per cent. per

annum will be aswed to depositors on their daily balans. and/or Store GERAL CARGOES, SILK, 5.—Each Depositorill be supplied gratis. OFIUM, COTTON, GIN OF MERCHANDISE ID with a Pass-Bo which must be presonted with an payment or withdrawal. Depotors must not make any entries theselves in their Pass-Storers the Company launch Hongkong will Books but shod send them to be convoy to and fro the interested FREE OF written up at let twice a year, about CHARGE, starting fm the Pedder's Wharf the beginning (January and begin-EVERY HOUR from a.m. to 5 p.m., and from the Wharf a Kowloon at the half-

6.—Correspondence: to the business of the Bank if tried On Hongkong hour. Savings' Bank Budse is forwarded free by the various Itish Post Offices in Hongkong and Cos. 7,-Withdrawals maye made on demand

but the person; attendance of the depositor or his cy appointed agent, and the producti of his Pass-Book are necessary.

JOI WALTER, Activitief Manager. Hongkong, June 7, 11,

HONGEONG & IANGRAI BANKING

CORPATION,

HONGKONG & SHANKAI BANKING CORPORADN.

RESERVE FORD,.....\$4,500,000 \$ 200,000 Soba RESERVE FOR EQUALIZATY ) OF DIVIDENDS, ..... RESERVE LIABILITY OF L. \$7,500,000 PRIETORS,....

COURT OF DIRESS.
Chairman-A. Mol., Esq. Deputy Chairman-M. Mrs. Esq. Hon. J. BELL IRVING. | H. IPIUS, Esq. O.D. BOTTOMLEY, Esq. E. H. HUNTING-W. H. F. DARBY, Esq. H. L. DALBYMPLE, HORP, McEWEN. Hon. D. Bassoon.

CHIEF MANAGE Hongkong, ..... THOMAS JAON, Esq. Acting Chief Manager-John LTEB, Esq. Shanghai ..... Ewen Cann. Esq. LONDON BANKERS. - London d County

HONGKUNG. INTEREST ALLOWEL N Current Deposit Account he rate

of 2 per cent. per annum he daily On Fixed Deposits :-For 3 months, 3 per cent. per um. # 4 per cent. n 5 per cent. "

LOCAL BILLS DISCOUNTS Credits granted on approved wittee, and every description of Bat, and Exchange business transacted. Drafts granted on London; the chief Commercial places in Euro ndia. Australia, America, China and Jaj JOHN WALL

Acting Chief Mer. Hongkong, August 28.41886.

## Notices of Firms.

NOTICE. TITE Have This Day COMMENCED: ness as SHARE and GENE BROKERS under the Name and · EZEKIEL & JOSEPH. N. D. EZEKT

E. H. JOSEPH Hongkong, December 30, 1886.

. NOTICE.

THE Interest and Responsibility of N Surgeon Denist,
NATHOORAM JORAWURMUFORMERLY ARTICLED APPRETICE AND LAT-Deceased, in our Firm Cgasgo on the 281 October, 1886; and Mr. RAMNARAYES NATHOORAM has been Admitted TERLY ASSISTANT TO DE ROSERS,) T the urgent request of is European PARTNER from that date. and American patient and friends, TAKEN THE OFFICE formerly oc-TATA & Co. bied by Dr. ROGERS.

Hongkong, December 80, 1886.

NOTIOE. CONSULTATION FARE. WE Have authorized Mr. ED. MILLER iscount to missionaries and families. to Sign Bries of Lading in our Sole Address Name from this date.

2 DUDDELL STREET, SIEMSSEN & Co. Hongkong, November 29, 1886, 2274 ongkong, January 12, 1886.

(Next to the New Oriental Bank.)

#### Notices Firms. Business Notices.

HAVE RECEIVED FURTHER SHIPMENTS OF

THE Latest 1/- and 2/- NOVELS. NEW ANNUALS.

STOOD'S, GREENWAY'S, and THE ILLUSTRATED \*ALMANAC for 1887.

LETTS'S DIARIES for 1887.

MORE SKETCHES, by CALDECOTT.

ÆSOP'S FABLES, with Modern Illustrations, by Caldecorr. All the NEW-BOOKS as they appear.

LANE, CRAWFORD & Co.

ALBUMS.

KNIVES.

Hongkong, January 4, 1887.

ADJOINING THE STAG HOTEL (NEXT DOOR) MONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES, At Cash Prices and for Cash only. WATCHES, MUSICAL INSTRUMENTS, TOBACCOS.

EMBROIDERED BLEUAX, QUILTS, CIGARS. BOOKS, NOVELS.

CUTLERY. LEATHER GOODS. CLOCKS, and a varied Stock of Fancy GOODS of all kinds. BON MARCHE, next door to THE STAG HOTEL. Hougkong, September 8, 1886.

R E C E I V E DCHRISTMAS NUMBER 'ILLUSTRATED NEWS,' containing a complete Novel THE Company'ill receive STEAMERS by Bret Harte, entitled a 'Millionaire of Rough and Ready,' and large coloured and Sammu Essets alongside their Picture 'Lattle Miss Muffet.' Wharves at Kowlo, and Land, Ro-ship, XMAS NUMBER 'GRAPHIC,' containing a complete Novel by David Christie Murray, entitled 'Bull Dog and Butterfly,' and large coloured Picture

'Yoicks, Tally Ho!' XMAS No. ILLUSTRATED SPORTING and DRAMATIC NEWS. LLUSTRATED LONDON NEWS ALMANACK 1887. MPERIAL ENGLISH AND CHINESE DIARY 1887; Foolscap size, 3 days to

For the convenies of Commanders and a page, interleaved with Blotting Paper, containing Customs Tariff for China, Postal Information, E. E. A. & C. T. Co.'s, and G. N. Co.'s Telegraph Rates, Chinese Holidays, and Festivals, Wages Table in Dollars and Taels—Price, \$1. IMPERIAL ENGLISH AND CHINESE DATE BLOCK 1887, superceding in getup and legibility all Anglo-Chinese Date Blocks, previously assued-Prico, 75 Cents.

LETTS' DIARIES and DATE BLOCKS. Boys' OWN ANNUAL-Girls' OWN ANNUAL-EVERY BOY'S MAGAZINE-EVERY GIRL'S MAGAZINE-Harper's Young Prople-Chatterbox - Children's Friend-Infant's MAGAZINE -LITTLE WIDE AWARE, and all the best Children's VOLUMES FOR THE YEAR. KELLY & WALSH, LIMITED, HONGKONG.

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

# SHOWING

they INVITE the attention of

their Customers. SPECIALTY

Black Cloth Dress Suit, \$30.00.

Hongkong, December 1, 1886.

### Victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horzes in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious,

The HOTEL also contains handsome and comfortable Reception, READING, BILLIAND and SMORING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Chronometer, Watch | Clock Makers,

Continental languages are spoken. Messrs. DORABJEE & HING KEE,

Hongkong, September 16, 1885.

#### RESPECTFULLY- CALL ATTENTION TO Christofle & Co.'s ELECTS-PLATED WARE. THE COUNTY IN THE COUNTY OF THE PREMISES.

SEE QUEEN'S ROAD ENTRANCE. W. POWELL & Co.

Hongkong, January 3, 1887.

HONGKONG AND OHINA GAS COMPANY, LIMITED.

TITHE Transfer BOOKS of this Company ITTHE Undersigned, Agents of the above will be CLOSED from the 22nd Inst. until the 7th Proximo, both days inclusive, against FIRE at Current Rates, F. W. CROSS,

Manager. Hongkong, December 17, 1886. 2398

NOW READY. THE COMMERCIAL LAW AFFECT ING CHINESE; with special refershoe to Partnership Registration and BANKEUPTOY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Mesara LANE, CRAWFORD S 66 Co.,-Price, 75 cents.

- 11 NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Company, are authorized to Insure Hongkong, January 1, 1882.

NOTICE. QUEEN FIRE INSURANCE COM-

PANY. THE Undersigned are prepared to accept Risks on First Class Godowns at

per cent, net premium per annum. NURTON & Co., Agents. Hongkong, May 19, 1881.

## Auctions.

cognised.

THE Undersigned has received instruc- FROM LONDON, ANTWERP, HAM tions to Sell by Public Auction, on WEDNESDAY.

PUBLIC AUCTION.

the 5th January, 1887, on Board, at Noon, (Unless previously Sold by Private Contract). THE BRITISH STEAMER PARTRIDGE,

of 284 Tons Register, 71 H.P., built in 1884, and classed 100 A 1 at LLOYDS as she then lies in this Harbour, with all her TACKLE and APPURTEN-ANCES. For further Particulars, apply to

CAPTAIN on Board, or to G. R. LAMMERT, Auctioneer.

Hongkong, December 16, 1886.

For Sale. FOR SALE. .

TULES MUMM & Co. CHAMPAGNE. Quarts......\$20 per Case of 1 doz. Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

WHITE WINES. Baxter's Celebrated Barley Bree 1 WHISKY,-\$71 por Case of 1 dez. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

GOOD AUSTRALIAN COW in CALF.

FOR SALE.

A 2-YEAR OLD HEIFER. W. S. ADAMS, Bank Buildings.

Hongkong, December 29, 1886. 2475

To Let.

TO LET.

TX7ITH immediate occupation the Commodious PREMISES known as the P. & O. OLO OFFICES, lately in the occupation of the Hongkong & Shanghai Bank-ING CORPOBATION. For further Particulars, apply to the Undersigned. E: L. WOODIN.

Acting Superintendent. Hongkong, November 22, 1886.

TO BE LET

NTO. 2, RICHMOND TERRACE (at present in the occupation of H. M. BATLY, Esq.) With Possession from 1st Apply to

JOHN WILLMOTT, Hongkong Dispensary. Hongkong, December 30, 1886. TO LET.

DOOMS in 'COLLEGE CHAMBERS.' No. 16. HOLLYWOOD ROAD. Apply to

DAVID SASSOON, SONS & Co. Hougkong, December 3, 1886.

## Notices to Consignees.

UNION LINE.

\*NOTICE TO CONSIGNEES. FROM LONDON AND SINGAPORE.

THE Steamship Tetartor, Captain PETERSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be presented to the Undersigned on or before

the 7th January, or they will not be re-RUSSELL & Co... Agents.

Hongkong, Decomber 28, 1886. 2469 NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND

MHE Company's S.S. Celebes having arrived from the above Ports, Consignees of Cargo by her are hereby informed Ports on THURSDAY, the 6th Instant, at at Noon. that their Goods are being landed at their 10 a.m. risk into Messes. JARBINE, MATHESON & For Freight or Passage, apply to Co.'s Godowns, West Point, whence delivery may be obtained. -Cargo remaining undelivered after the

6th January, 1887, will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, December 30, 1886. FROM LONDON, PENANG AND SINGAPORE.

MHE Steamship Glencos having arrived Cargo by her and by the S.S. Bichmond Hill, from New York, are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or. from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-DAY, the 29th Instant. Cargo remaining undelivered after the oth January, 1887, will be subject to rent. No Fire Insurance has been affected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. Hongkong, December 29, 1886, 2011 Proposeong January 8, 1887.

## Notices to Consignees.

NOTICE TO CONSIGNEES.

BURG AND SINGAPORE. THE Steamship Westmeath, Captain STONEHOUSE, having arrived from the

above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the

teamer will be at once landed and stored at Consignees' risk and exponse, and no Fire Insurance will be effected, All Claims against the Steamer must be presented to the Undersigned on or before the 10th Instant, or they will not be re-CHINA NAVIGATION COMPANY,

RUSSELL & Co.,

Hongkong, January 3, 1887. FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Cassandra, Captain HAESLOOP, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained Optional Cargo will be forwarded unless notice to the contrary be given before

To-DAY, the 3rd Instant, at Noon. Cargo remaining undelivered after the the entire voyage. 9th Instant will be subject to rent, No Claims will be admitted after the Goods have left our Godowns. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SIEMSSEN & Co.,

from Antwerp, con-

Agents. Hongkong, January 3, 1887.

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at

their risk and expense. No Fire Insurance has been effected. Ex Romanul and Melbourne. H (in dia.), 101/200) = 200 cases Candles

signed to Order. G. DE CHAMPEAUX,

Hongkong, January 3, 1887.

## Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & FOOCHOW The Co.'s Steamship

Namoa, Captain Pocook, will be despatched for the above Ports on WEDNESDAY, the 5th Inst., at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, January 3, 1887.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship Zafire,
Captain Talbor, will be
despatched for the above Ports on WEDNESDAY, the 5th Instant For Freight or Passage, apply to

RUSSELL & Co., . General Managers. Hongkong, January 3, 1887. THE BEN LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO. The British Steamer Capt. FARQUHAR, will be despatched as above on or about the 5th Proximo.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, December 28, 1886.

FOR YOKOHAMA AND KOBE. The Steamship Capt. O. HARSLOOP, will be despatched for the above

SIEMSSEN & Co., Agents.

Hongkong, January 3, 1887.

FOR YOKOHAMA AND HIOGO. The Steamship Westmeath,
Capt. Stonehouse, will
be despatched for the

above Ports on THURSDAY, the 6th Instant, at 3 p.m. For Freight or Passage, apply to . RUSSELL & Co., Agents,

Hongkong, January 8, 1887. OCEAN STEAMSHIP COMPANY, FOR LONDON FIA SUEZ CANAL

The Co.'s Steamship Stentor,
Capt. Edwards, will be despatched as above on SATURDAY, the 8th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE Agenta,

## Shipping.

Steamers. OCEAN STEAMSHIP COMPANY, FOR NAGASAKI, KOBE AND

The Co.'s Steamship Captain Nelson, will be despatched as above on SUNDAY, the 9th Instant.

YOKOH'AMA.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, January 3, 1887.

LIMITED. FOR PORT DARWIN, SYDNEY AND MELBOURNE, VIA SINGAPORE.

The Co.'s Steamship J.C.D. ARTHUR, Com'dor, will be despatched as above on MONDAY, the 10th January, at

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are accommodated in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions throughout

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, December 30, 1886. 2479 OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. Taking Cargo & Passengers at through rates for NINGPO CHEFOO, NEW. CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.

The Co.'s Steamship

Capt. MILLIGAN, will be despatched as above on MONDAY, the 10th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, January 3, 1887. NAVIGAZIONE GENERALE

ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES) STEAM FOR SINGAPORE, PENANG, BOMBAY. ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN, AND GENOA. Taking Cargo at through rates to MADRAS, PERSIAN VULF, BAGDAD, all MEDITER-RANEAN, DRIATIC and LEVARTINE PORTS; AT MARIA, ODESSA, MAR-SEILLES, an also to Buenos Ayres, MONTEVIDEO, V. LPARAISO and CALLAO.)

The Co.'s Steamship

Bormida.
Capt. Pinzanello, will be despatched is above on or about the 10th January. The Steamer has splendid Accommodation for Passengers and carries a Doctor \* and Stewardess.

and Passage, apply to CARLOWITZ & Co. Hongkong, December 27, 1886. 2450

THE BEN LINE OF STEAMERS.

For further Particulars regarding Freight

OR SINGAPORE AND LONDON. The British Steamer Captain Riddoch, will be despatched as above on or about the 14th Instant.

GIBB, LIVINGSTON & Co., Hongkong, January 3, 1887.

AUSTRO-HUNGARIAN LLOYD'S

For Freight or Passage, apply to

STEAM NAVIGATION COMPANY STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE. (Taking Cargo at through rales to CAL.

CUTTA, MADRAS, PERSTAN

GULF. BLACK SEA, LEVANT and ADRIATIC PORTS. ) The Co.'s Steamship Berenice. Captain C. BECHLINGER, will be despatched as above on SATURDAY, the 15th Instant,

For further Particulars, regarding Freight Company, Praya Central. O. BACHRACH,

FOR NEW YORK The 3/3 L. L.1. Amer. Schooner Haroldine,
Tibberts, Master will load here
for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, December 6, 1886. (2321)

The 3/3 L.1.1. American Ship Harvester,
Taylon, Master, will load here
for the above Port, and will have quick despatch. For Freight, apply to

Hongkong, December 4, 1888. 2010

Hongkong, January 3, 1887

Sailing Vessels.

FOR SAN FRANCISCO.

RUSSELL & Co.

## Entertainment.

CITY HALL.

Under the Distinguished Patronage of H. E. Hon. W. H. MARSH, C.M.G., Acting Governor. H. E. Vice-Admiral R. VESEY HAMILTON. C.B., Commander-in-Chief. H. E. Major General Cameron, C.B., Commanding-in-Chief. .

H. M. S. LEANDER,

will give PERFORMANCE in the above HALL

TO-MORROW EVENING. 5th January, 1887, FOR THE BENEFIT OF THE WIDOWED MOTHER A LATE SHIPMATE, DECEASED.

PRICES OF ADMISSION : Dress Circle, - - - - \$2.00. Stalls-Front Seats. - - - \$1.00. Stalls-Back Seats, - - - - \$0.50. Doors open at 8.30. Communee at 9 p.m.

Tickets can be had at Messrs. Kelly & Walsh's, Limited, where Seats may be Europe, secured. Mr. C. Lethbridge, R.M.

Manager. Lieut. R. BLOMFIELD, R.N., Hon. Sec. & Treasurer. Hongkong, January 4, 1887.

### Mails.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK SEA PORTS. MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA: BORDEAUX, LE HAVRE, DUNKIRK LONDON AND ANTWERP.

ON TUESDAY, the 11th January, 1887, at Noon, the Company's S.S. YANGTSE, Commandant LORMIER, with MATLS, PASSENGERS, SPECIE and CARGO, will leave this Port for the abova places.

Cargo and Specie will be registered for · London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 10th January, 1887. (Parcels are not to be sent on board; they must be feft at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX.

Hongkong, December 29, 1886.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN. · SUEZ. PORT SAID, TRIESTE, BRINDISI. ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS

LONDON, NEW YORK. BOSTON, BALTIMORE, NEW ORLEANS, GABVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B .- Cargo can be taken on through Bills of Lading for the principal places in

Nº MONDAY, the 24th day of January, 1887, at Noon, the Company's Steamship NECKAR, Captain BAUR, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd January. (Parcels are enot to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co.,

Hongkong, December 28, 1886.

## Not Responsible for Debts.

Meither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or THE Undersigned are prepared to grant Crew of the following Vessels, during their stay in Hongkong Harbour:-

Focke. —Schellhass & Co. Eise, German brig, Capt. E. Schwartz, -Wieler & Co.

Enos Soule, American ship, Capt. J. T. Soule. -- Master. FRED. P. LITCHFIELD, Am. barque, Capt. Life.

O. C. Young .- Gonsalves & Co. .. HAROLDINE, Amer. 4-10. schooner, Capt. S. R. Tibbetts.-Russoll & Co.

HILDA, British schooner, Capt. O. Olin. Inclusion, British barque, Capt. James

Hayes -- Master. JACOB CHRISTENSEN, Norw. str., Captain G. Bjerck.-Mitsui Bussan Kaisha. JOHN TRABET, British ship, Capt. Thos.

Ryan. - Messageries Maritimes. SARAH HIGNETT, American ship, Capt. A. Morgan. - Ed. Schellhas & Co. Teran, American ship, Captain C. H. Allyn. - W. Legge. VENTURI, Souhish barque, Captain R. Estival.—Remedios & Co. WESTMEATH, British atoamer, Captain A. Stonehouse,—Russell & Co.

-

#### Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS, TLANTIC & OTHER CONNECTING STRAMERS.

"THE Steamship OCEANIC will be despatched for San Francisco, Yokohama, on TUESDAY, the 11th January, at 3 p.m. Connection being made at Yokohama,

with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.in. the day provious to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will bo made from Roturn Fare. Pre-Paid Raturn Passage Orders, available for one year, will be issued at a Discount of 25 % from Roturn Faro. These allowances do not apply to through fares from China and Japan to

Consular Invoices to accompany Cargo should be sent to the Company's Offices, addressed to the Cellector of Customs, San

For further information as to Freight Passage, apply to the Agency of the Company No. 59A, Queen's Road Central. C. D. HARMAN,

Hongkong, December 21, 1886. U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA. OVERLAND RAILWAYS, AND TOUCHING AT YOROHAMA, AND SAN FRANCISCO!

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 22nd January, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and

connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES. - Passengers, who have paid full fare, re-embarking at San

Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % wil be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to

Freight will be received on board until p.m. the day previous to sailing. Parce Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage

and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN,

Hougkong, December 30, 1886.

## Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTEP OF His Majesty King George The First, A. D. 1720,

THE Undersigned having been appointed Agents for the above Corporation are | Sj prepared to grant Insurances as follows :-

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports Ye of India, China and Australia,

Fire Department. Policies issued for long or short periods at

current rates. Life Department. Policies issued for sums not exceeding

£5.000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

LANCASHIKE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL,-Two MILLIONS STERLING, Policies against the Risk of FIRE on

Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of ADOLPH, German brig, Captain John Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co.,

Agents, Hongkong & Canton.

NOW READY.

Hongkong, January 4, 1867.

THE REVENUE OF CHINA. SERIES OF ARTICLES, Reprinted from 'The China Mail.' WITH AN APPENDIX.

HIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Measts, KRLLY & WALSH'S, Chinese Imp. (Ch. Bank Loan) 1885 2790 7 And Mr. W. BREWER'S. 

## To-day's Advertisements.

FOR BANGKOK (DIRECT.) THE SCOTTISH ORIENTAL STEAM.

SHIP COMPANY, LIMITED. The Company's Steamer

Captain GEO. Anderson, will be deapatched for the above Port on FRIDAY, the 7th Instant, at Daylight. For Freight or Passage, apply to YUEN FAT HONG.

\* Agents. Hongkong, January 4, 1887.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR BATAVIA, SAMARANG AND

AND SINGAPORE. The Co.'s Steamship Captain Joon, will be despatched as above on or about the 10th Instant. For Freight or Passage, apply to

SOURABAYA, VIA SAIGON

JARDINE, MATHESON & Co., Agents. Hongkong, January 4, 1887, UNION LINE,

destined to ports beyond San Francisco, FOR NEW YORK VIA SUEZ CANAL The Steamskip Mark Lane.

Captain PORTER, will be despatched for the above Ports on or about THURSDAY, the 13th For Freight or Passage, apply to RUSSELL & Co...

Hougkong, January 4, 1887. BASTERN AND AUSTRALIAN STEAMSHIP COMPANY,

LIMITED. FOR SYDNEY, MELBOURNE AND ADELAIDE. (Oulling at PORT DARWIN & QUEENS.

MANIA, &c.) The Steamship Captain ELLIS, will be despatched for the above Ports on WEDNESDAY, the 19th Just

LAND PORTS, and taking through

Cargo to NEW ZEALAND, TAS-

For Freight or Passage, apply to RUSSELL & Co., Hongkong, January 4, 1857.

FROM LONDON, PENANG AND SINGAPORE, THE Steamship Glenogle having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, Chinese. are being landed at their risk into the

Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be Optional Cargo will be forwarded unless notice to the contrary be given before p.m. To-bay, the 4th Instant. Cargo remaining undelivered after the 11th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. Hongkong, January 4, 1887.

### SHIPPING

ARRIVALS.

January 4, 1887 :-Marcia, British steamer, 1,060, A. Mo Intosh, Nagasaki December 29, Coal. -SIEMSSEN & CO.

Claymore, British steamer, 1,696, W.-A. Gullaud, Nagasaki December 30, Coal,-Russell & Co. Independent, German stenmer, 861, .

Hasenwinkel, Saigon December 29, Rice. -Wieler & Co. Glenoyle, British steamer, 2,000, Hogg, London November 24, and Singapore Dec. 29, General.-JARDINE, MATHESON & Co. Sapplire, British sloop, 1,970, Capt. R.

. Kinahan, Swatow January 3. Bormida, Italian str., 1,499, Pizzarello Bombay via Singapore, December 13 and 26, General.—Carlowriz & Co. Don Juan, Spanish steamer, 654, José M.

Marquez, Manila and Amoy December 31, General, --- Brandao & Co.

> DEPARTURES. January 4:-

Fero, for Saigon. Pandara, for Singapore and Bombay. Surat, for Europe. Alwine, for Macho. 

CLEARED. Sin Kolga, for Foochow. E'se, for Taiwanfoo. Iduna, for Haiphong. Anton, for Hoihow and Pakhoi, H. Printzenberg, for Rajang. F. H. Litchfield, for New York. Namoa, for Coast Ports. Teviot, for Saigon Walter Siegfried, for Foochow. Glenogie, for Shanghai, Centaur, for Cebu.

Arrived. Per Independent, from Saigon, 30 Chi-

Per Glenogle, from London, &c., Messra Cooper and Kist, and 400 Chinese, from Per Bormida, from Singapore, &c., 143 Per Den Juan, from Manila, &co., Mr. Brown, and 68 Chinese,

DEPARTED. Per Surate from Hongkong: for Singapore, Messra W. S. Tevis, L. O. Kellegg, H. Davis, Chun Ying Tai, B. J. Barnes, R.N., Shan Safe and A. B. McKean; for Penang, Mr and Mrs R. L. Symos, infant and amah; for Colombo, Mr Frank G. Myburgh; for Trieste, Mr H. S. Kerr; for London, Messrs Joseph Withers, W. W. Wilson, Major W. Riddell, R.A., Sergt.-Major A. Bruton, R.E., Sapper J. Richards, R.E., and Private and Mrs J. Bedford and infant. From Shanghai : for Suez, Rev. W. B. Palmore, Rev. M. B. Chapman,

and Mr H. B. McDaniel ; for London, Miss Pinkney. Per Fere, for Saigon, 10 Chinese. Per Alwine, for Macao, 40 Chinese.

Per Pandorg, for Singapore, &c., 660 TO DEPART. Per Anton, for Hoihow, 40 Chinese. Per H. Printzenberg, for Rajang, 4 Ohi-Per Namon for Coast Ports, 4 Europeana. and 400 Chinese.

Per Glenoyle, for Shanghai, 2 Europeans. SHIPPING REPORTS The British steamer Glenogle reports:

Per Teviot, for Saigon, 12 Chinese.

monsoon and rough sea for 700 miles thence to port moderate monson and good weather. The British steamer Claymore reports Had moderate Easterly winds with fine weather throughout.

### POST OFFICE NOTICES. MAILS will close:-

For SHANGHAL .-Per Glenogle, at 11.30 a.m., on Wodnes. day, the 5th inst. For AMOY & TAMSUL ---

Per Fokien, at 1.30 p.m., on Wednesday the 5th inst., instead of as previously

For AMOY & MANILA --Per Zafiro, at 4.30 p.m., on Wednesday, the 5th inst. For YOKOHAMA & KOBE.

Per Casandra, at 9.30 a.m., on Thursday, the 6th inst. For YOKOHAMA & KOBE.~ Per Westmeath, at 2.30 p.m., on Thors-

day, the 6th inst. For MANILA .-Per Don Juan, at 4.30 p.m., on Thursday, the 6th met.

For NAGASAKI, KOBE & YOKOHAMA. Per Thibet, at 5 p.m., on Thursday, the 6th January.

MAILS BY THE FRENCH PACKET.-The French Contract Packet Yangtsé will be despatched on TUESDAY, the 11th January, with Mails to the United Kingdom, Europe, and places beyond, md Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon India (vià Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET .-The United States Mail Packet Oceanic will be despatched on TUESDAY, the 11th January, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows :-2.15 P.M. Registry ceases.

2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fec of 10 cents extra Postage until the time of departure.

HOURS OF CLOSING

THE FRENCH MAIL. The following hours are observed in closing Mails, &c.; by the French Contract Packet :--Day before departure,-

r.M.-Money Order Office closes. Post Office closes, except the NIGHT Box, which is always open out of Office hours. Day of departure. A.M. Post Office opens.

A.M. Registry of Letters ceases. Posting of all printed matter and patterns oesses. 11 A.M. Mails closed, except for Late Lettera. 11.10 A.M.-Letters may be posted with Late Fee of 10 cents until

11.30 A.M.—When the Post Office closes The Anadyr, with the French Mail of De- for the next mong of the Legislative 11.40 A.M.-Late Letters may be posted

#### on board the packet with Late Fee of 10 cents until time of departure.

### Loft Singapore on 29th at noon, had strong Vessels Advertised as Loading,

Destination.	Vesse's.	Captain.	Agents.	I ate of Leaving.
Daniel .				3.9
Bangkok Batavia, &c., via Saigon	Danube (s)	Geo. Anderson	Yuen Fat Hong	Jan. 7. at daylight.
Batavia, &c., via Saigon	Celebes (a)	Joon	Jardine, Matheson & Co	About January 10.
Genoa, &c	Hormida (8)	Pirzarello	Carlowitz & Co.	About January 10.
London, via Suez Canal	Stentor (a)	Edwards	Butterfield & Swire	January 8.
Annual to the state of the stat	HEAUSTE IN THE LIST I WAS A SAN .	I I ARATHOL.	I BC blockers I I No. II I.	1 T M . A
Marseilles, and Ports of Call Nagasaki, Kobé and Yokohama	Monday (a)	Lormier.	Messageries Maritimes	January 11, at noon.
New York	Oceanic (a)	11000MB	Russell & Co	Quick despatch.
an Francisco, via Yokohama.	City of Rio de Janeiro (a)	ingle contentant data bear and al	O. & O. S. S. Co	January 11, at 3 p.m.
San Francisco, via Yokohama San Francisco	Harvester	Parlan	Pacine Mail S. S. Co	January 22, at 3 p.m.
Shanghai, via Amoy	Jason (a)	William	Date of 11 to Co.	Quick despatch.
Singapore and London	Benledi (a)"	Riddoch	Cibb Timester & C.	January 10.
watow, Amoy and Foochow	Namos (s)	Pocock	Donalos Lagraile & Co	About January 14.
ydney and Melbourne, &c	Airlie (a)	Ellis	Russall & Co	January IU, at 4 p.m.
okohama and Hiogo	Bengloe (s)	Farquhar	Gilb. Livingston & Co	About Tanasan K
okohama and Kobé	Cassandra (s)	C. Haealoop	Siemssen & Co	Jan 6 at 10 a m
		ST JUTATIO		JANUARY 4, 1887.

	-	SHA	RE I	IST SU	UTATIONS.		JANUARY 4, 1887
Stocks,	Nos. of Shares	Value.	Paid-	Position Pa	Balancec.f'war	Last Dividen	Closing Que tatums,
BANKS. Hongkong and Shanghai Bank Corp INSURANCES.	60,000	s 12f	all	\$4,500,00 For equali sationofdic \$ 200,000	8 111,760.3	£2 div. ½-ye:u toJune 30, '86	161 % prem.
North-China Insurance Co., Ld			€ 50	Tis. 100,200	Tls. 406,132.0	AVA EUCO	Ils. 270 per slinre
Yangteze Insurance Company, Ld	8,000	£. 2	all	£ 50,000	Tla. 3,059.7	6 3 for 1 yr. Dec. 31 1884	Tis. 115 m
Union Insurance Society Co., Ld China Traders' Insurance Co., Ld	.[24, 000]	\$. 83.33	3 23	\$ . 600,00	3 439,089.4 3 187,524.7	1 831 p sh. /84 5 20% P annum	689
Canton Insurance Office Co., Ld Chinese Insurance Co., Limited	1.500	\$ 1,000 \$ 1,000			₹ 494,406.00	0 10 % for 1885	\$80 sales
Hongkong Fire Insurance Co., Ld.,	8.000l	250	\$ 50	* 1,000,000	283,482,5	51847.50 for '85	\$180 per share, nominal \$427\frac{1}{2}
Singapore Insurance Company, Ld.	40,000	3 100			\$ 17,000	0 5 6 for 1881	89 per share, buyers
STEAMEOUT COMPANIES. HK. C. and M. Steamboat Co., Ld.	8,000	3 100	all	\$ 180,000	\$ 12,850.7	16 % half year	81 % prem
Douglas Steamship Co., Limited Inde-China S. N. Company, Limited 60,000 shares issued	[18.387]	E - 10	all € 10 £ 10	8 142,370.01	\$ 1151.18	.June 30/86 - 1	847.
China and Manila S. S. Co., Ld			2 2	***			25 discount
MISCELLANEOUS.				* * · · · · · · · · · · · · · · · · · ·			
R'kong & Whampoa Dock Co., Ld.			all	\$ 18,000	6,701.43	7 % half year and 2°/, bonus	\$123 % prem.
HK. and China Gas Co., Limited, New Shares,	5, 100 ( 1, 900 (		all € 7.10	£ 9,177.31.1	£ 1,587.3.11	bonus for '-4	\$130 per share, buyers
3,000 ahs, insued	3,000	1.10	all	•••	\$ 1,321,41	56 half year	9195 per share
China Sugar Company, Limited Hongkong Ice Company, Limited	9,000		all	00.000	10,40L01	TAODO :	\$124 per share
Hongkony Bakery Company, Ld	5,000 ( 600 )		all .	32,000 6,000		312	41 per share
Luzon Sugar Company, Limited	7,000	3_	all	111	1,094,52	- A4	5120 n 558 n
Perak Tin Mining & S'ting Co Punjom & Sunghie Dua Samatan Mining Co.	ିତ,000 ୫ 40,000 ୫	50	13.6			None	b o nominal
H'kong Rope Manufactory Co., Ld.			all				313 cash
H. & M. Glass Manufacturing Co	4,0003		all	144	First year		354 7 "
A. S. Watson & Co., Limited	3,800 \$	100	all		8 372.95	Ginter. divd.	132, buyers
HK. High-Level Tramways Co., Ld.	1,250 \$	100		P4- 7.4	***	O MIDIGINES	% prem.
Chinese Imperial 1891	3.545 T	T. 500	all	Rates of Int	Payable, June 16& Dor. 11		
п п 1884 В	2790 8 2790 8	500	All .	8 "	March 15	2	% prem.
1884 C.	3189	500 500	all	8%	June 30 Oct. 15	, //	t prem.
Chinese Imp. (Ch. Rank Loan) 1883	9700 a	PAN	41 1	- 4	TOWN TO A	Man ic	7 prem.

A. G. STOKES, Share Broker

3 % prem.

MEMOS. FOSTO-MORROW Shijing.

Daylight .- Nampaves for Coast Ports. 3 p.m. - Zofiro lels for Manila, &c. Noon, - Auction British S.S. Partridge on Board.

Amuments. 9 p.m.—Performe at the City Hall,

General emoranda. THURSDAY, January:—
Goods per Celebendelivered after this date subject tont.

FRIDAY, January 7

in to Messra issell & Co., on or before this dat A. S. WATSN & Co., Ltd., ARR NI SHOWING

Claims against the etartos must be sent

THEIR SEAON'S SUPP

XMAS CONECTIONERY

FANCIGOODS.

A Small Assorbut of the Latest CHRISTME CARDS.

NEW REUMES. NEW SWEETS, NEW CHOCOLATES, CUT GL! BOTTLES, GLOVE AND HAKERCHIEF BOXES. BASKETS OF NEECTIONERY, CRYSTALED FRUITS,

ORIERS. A. S. Watson Co., Limited THE HONGKO DISPENSARY. Hongkong, Docent 23, 1886. 2436

The publication this issue commenced al 7.15 p.m.

One One Tian.

HONGKOFG, TUESD! JANUARY 4, 1887.

TELERAMS.

[SUPPLIED TO TH' CHINA MAIL."] (Via South Line.)

MORE FRENCH TODOMONTADE London st January, 1887. M. d'Aunay, when ceiving a deputation of French subjects irlairo, said that he was authorised to statuat France will not allow French interests Egypt to be en dangered, and has dided to take me

sures accordingly.

LOCAL AND ENERAL. PASSED SE CANAL. DUTWARD BOUND:- Lipdule, Oct. 26; Vespasian, 26; Jap., Dec. 7; Cardiganshire, Descalion 14; Cyclops, Dar-danus, Albany, Josser, 17; Bellona, 21; Oceanien, 24

IOMEWARD BOUND: Port Adelaide, November 26; H.ter, 30; Benvenue, Agean, Antonio Dec. 3; Diomed, 14 Hesperia; Orion 17; Bellerophon, 21; Melbourne, Branchweig, 24. THE following athe Orders of the Day cember 3rd, waso leave Singapore for Saigon on Satulay, the let Jan., at

4 p.m., and m be expected here on or about Sund, the 9th Jan. This Packet brings pplies to letters despatched from longkong on October The Pacific Mail Copany's steamer City of Rio de Jarro left San Francisco

for Yokohamand Hongkong on the 11th Dec. The Ben Line steper Bengloe left Singapore on the the Dec., and may be expected to are here on or about the 4th January.

The E. & A. S. Co.'s steamship Airlis left Port Dann on the 28th Dec., and may be elected here on or about the 7th Jan. The Austro-Hungian Lloyd S. N. Co.'s steamer Beres , from Trieste, left

Singapore onhe 1st instant, and may - be expected re on or about the 8th The O. S. S. lo.'s steamship Jason, . from Liverpo, left Singapore on the 1st inst., an may be expected here on or about to 8th inst. The Indo-China Steam . Navigation Co.'s

steamship Rigidny, from Calcutta,

left Singapo on the 2ad inst., and The O. S. S. C's steamship Menelaus, by a ster in the Straits of Malacca. from Liverpl, left Singapore on the 2nd inst., of may be expected here THE Ing Gazette of the 24th ultimo The C. N. Co. steamship Taiynan, from

THE cases which came before the Police sub it, we refrain from giving full parti-Magistrates to y were all of a trifling nature, and not orth reporting.

Glasgow, wato leave Singapore on the

in the TheatreRoyal for the benefit of widowed mother a deceased shipmate. WE are request to state that owing to service being ald in the Cathedral on Thursday afterpon next, the weekly prac-

WE remind oursaders of the performance

to be given to-grow by the Leo Minstrels

Our private adices from Japan show that rrive here by the end of the week. The a strong feelig of sympathy has been pany consists of 13 well-known artistes, aroused in fepur of Captain Drake anothe Town Hall. Mr Frank D'Este, well that a determination to subscribe funds sufown in Singapore, has arrived to make e necessary preliminary arrangements, ficient to enale Captain Drake to appea d is staying at the Hotel de la Paix, against the velict and sentence has be

Friday, 7th inant, at 5.30 p.m.

fire brigadespf San Francisco and and after wittensing the drill complime the Brigades on the rapidity with steam was miled on the engines, ciency of the ingines themselves, an Hongkong was to be congratulated of ing such excellent fire extinguishing rials and will trained Brigades.

WE have been requested to mention the there will be boats to go serve the refrom the Naval Yard to H. 1288. Victor Emanuel for the dance on board that versel to-morrow afternoon.

We believe that the notorious Taze Alik has engaged Mr Dennys, of Messrs Dennys and Mossop, with the intention of appealing against Mr Mackean's decision in the case in which he was fined \$50 for gambling. His intention is, we understand, to try and prove an alibi.

WE received the other day a copy of the Christmas number of Der Ostasiatische Lloyd. It contains interesting articles on Chincse and Japanese subjects and a number of very fair wood cuts illustrating scones and life in China and Japan. Attached to it there is also a good portrait of the German Consulate building at Shanghai.

THE Singapore version of the telegram reporting the running down of the Ville de Victoria differs from the Hongkong version in substituting a vessel named the Calamintha for H.M.S. Sultan It reads :-London, Dec. 26.-The S. S. Ville de Victoria sank off the Tagus after collision

with the Calamintha. Thirty lives were Which version is correct, we will not venture to affirm, but we think the probabilities are in favour of the Hongkong

MESSES Melchers & Co inform us that the Norddeutscher Lloyd steamer General Werder, intended for the Japan line to replace the S. S. Statin, left Bremen on Sunday, the 2nd pstant, as per telegram just to hand. It would appear from this that the Norddon cher Lloyd have taken prompt measures p meet the possible chances of improve trade between this port and Japan. To General Werder is considerably larger the the steamer now on the line; and whel she arrives here, the Stattin will load for ome at Singapore.

MICHAEL LENAHAN, ias W. Williams, an able-bodied seaman was this morning charged before Capta Thomsett, Harbour Master, by Captain aniel McCorkindale. late chief officer but by master of the British steamer Teviot, with deserting from that ship at Saigon. Lenahan had gone on shore at Saigon and ad not returned before the steamer left and had been sent on in another steamer Yesterday he met Sergeant Harkin in se street, said he belong to the steamer ravancore, and asked a passage off to his ap. He was promised this by the Sergeal but when the Sergeant came to the jarf, Lenahan was not there, and he was prwards arrested. The Harbour Master orred Lennhan to be detained in custody the Police until the steamer sails and in to be sent on board.

Council, to be hon Friday next :-1. Mr Chatepursuant to notice, will Whether & Excellency the Officer Administerinhe Government of Hong. kong has reced any instructions from the Secretarf State for the Colonies with regard a Conference to be held in London in il next to discuss the defences of t Empire and an Imperial system of tgraph extension. If so, where those instructions, and

If not, not these two subjects of sufficient portance to warrant His Excellence telegraphing to the Home Governm to ascertain if any such instructions on the way or in con-2. Secoreading of a Bill entitled 'An Order to amend the Promissory Oa Ordinance, 1869. 3. To gto Committee on the follow-

aln Ordinance to amend Ordina

what actio oes His Excellency propose

to take?

pce No. 8 of 1879. Whe Post Office Ordinance, THE Uf States flagship Brooklyn was may be expeed here on or about the daily ested at Singapore on the 27th ultimo h New York, having been passed

says: Mr Piepers, alias Mr Dupont, last stayin the Netherlands Hotel, has been acrestit the instance of the Dutch Con-4th inst., all may be expected here sul n a charge of having murdered a on or abouthe 11th inst. China at Deli. The case has been remando the 29th instant, so that, being SAY Straits Times of Monday, the 27th ult Ve understand that the U. S. man of-

water leaves this port on Wednesday or

They for Hongkong. She is commis-

sid for three years, but has been out

lean one year. Some of her men are inpital suffering from injuries caused

explosion of a torpedo; they are, Her, sufficiently well to go with the Straits Times of the 27th ultimo says : tice of the Choll Society will take place on Hinger's English Opera Bouffe Company, th has lately been successfully playing adia and is now in Penang, is expected intends performing for a short season

propos of the dangers to life from climate otherwise in Tonquin a good story is A GENERAL trade of the Fire Brigakoing the round of the papers. Before M. took place its afternoon. Mr Pratt, M. Paul Bert, M. Rouvier was offered the cretary of the California Insurance Coppost, but refused it because he could not gentlemen who is well acquainted with prevail on the Insurance Companies to condiscruples, M. Grevy is said to have ex-American citie, was present at the Par claimed; But only think; you will have a salary of £6,000 a year; you will have £4,000 for your funeral, and a pension of £450 for your widow. This way of looking at the matter reminds one of Punch's dime inutive Etonian who, when asked whether he was entering the Indian Civil Service hecause he liked it, replied . Oh it's not that you know, but in the Indian Civil fellow's widow gets such a good pension,

A Cornespondent of an Indian contem- H.M.S. Espoir under the command of H. was more than two points on the port side. | cutta shoal and the starboard side of the at once, with regard to the men, the rattan | names, and would content himself by rethe details given.

THE ship building trade seems to be improving at home. The Glasgow Herald of 26th November states :- Four launches The most important event was at Messrs R. Napier & Sons' vard at Govan, from which the belted cruiser Australia was put into the water. The launch was attended with more than usual interest, for the Australia-the Undaunted-was Also launch-Company, the christening ceremony being performed by Lady George The Fairfield Shipbuilding and Engineering Company, Govan, launched a paddh-steamer, which was named the Engelana built to the order of the Zeeland Steamship Company of Flushing for their Outentorough and Flushing service. The third vissel a screw-steamer built for the Carron Omany, and named the Forth, was launchedfrom Messrs A. & J. Inglis's yard at Pathouse, Partick ; and Messrs Barclay, Cure & Co., Whiteinch, launched the Benkeers, a steel screwsteamer. ordered by Messra William Thomson & Co., Leith for their China

THE Straits Times of 10 28th ultimo re-

ports the formal inaturation of a new slip dock at Tanjong Boo under the management of Messrs Cupbell and Heard, The ceremony took pla in the presence of most of the Chinese showners of Singapore and a number of th leading European citizens. The Times ss :- The Slip itself is the only one in Sgapore. Elsewhere in the Far East, there is to be only one at Manila. In the locadocks pumping and other inconveniences storfere with repairing and overhauling essels. These drawbacks will be absent for the Tanjong Rhoo Slip, which is 450 fe long by 60 broad; vessels up to 600 tonsurden can be taken on. The Slip dock its meets an acknowledged want. It haseen under construction for a twelve-mon and is very solidly tainable and guarantdite outlast the iron. years, and has been ing a good business | cumstances, when a little to the N.E. distance rivals of every d.

## SUPREME URT.

both steamers and sailingssels.

IN ADMIRAY Before Sir George Phillip Chief Justice, with Hon. H. G. Thom, Assessor.) Tuesday, Jat

> Re collision BETW THE 'ESPOIR' AND 'NON.'

This was an action raisby Mr M. Holm, owner of the Danish mer Norden, against Lieut. Horace Reid es, commander of H. M.S. Espoir, for data done to the former vessel by a collision the Cauton river. A counter-action was ed, but the actions were consolidated.

Mr Francis, instructed by Wison, of Messrs Wotton and Desconmered for the plaintiff; and the Act Attorney General, instructed by Mranan, Messra Sharp Johnson and okk appeared for the defendant, Mr Francis said there was conter- bound for Hongkong, and subsequently for claim, but there was no separation. Wulm. We left about 4.30 p.m. The tide the answer to the plaintiff's Fig con. was then at flood. The Norden is 768 tons taining the counter-claim.

The Chief Justice asked if ibn not feet, and her beam about 29 feet. There be H. M. Government and not om- are a master and two mates and a boatswain mander of the Espoir who she blithe and six A.B.'s on board. About six o'clock complainant in the counter-claim exonerated from any blame.

the burden of 1207 tons gross and tols bridge is at the middle of the boat in front net register, and is of the length of feet of the funnel. We were coming down the of 135 H. P. nominal. The dean We had met several junks coming down by Horace Reid Adams is a Lieute in no European vessels. The pilot was dilength, 23.5 feet beam with engines70 steering S. S. E. & E. by our compass H.P. On the afternoon of the 3rd M. labout 6.25 or 6.30, that is S. E. by S. ber 1886 the steamer Norden left Wha, South, true, I know Tiger Island well.

porary draws attention to the fact that a pass R. Adams, came in sight. The Espoir was At that time we could only see the lights, river. I should suppose there was only one is used, and with regard to women first the minding them that this was the blat war- which the tenants were offering to rallel outrage to that lately recorded in the then about 14 points on the port bow of the not the masts of the vessel. Rad the blow, the other damage being caused by the slipper and afterwards the ratios, and the ship, of which 15 have been armoured, ment into a fund which had been inauge account of the recent massacre of the cap- Norden and at peared to be going up the vessels continued on the courses they were Especial grains to pay heavy sums to making in all a gross tennage of 107,000 rated under the anapters of Mr Dillon, for tain and seven of the French river at a speed of about 7 knots an hour. steering they would have passed about a land to was a pilot holding the husband, the wife's property being con- tons, with an indicated horse-power of mutual protection of tenants until their Cape Guardafui, occurred on the 26th Sep- by those on board of the Norden the course 400 or 500 feet. A short time after ments made by the last witnesses with retember, 1862. Two boats' crews consisting of the Norden was altered about 1½ points we steadied our course we saw the gard to the steering of the vessel, of an officer and thirteen seamen belonging to starboard (her holm being ported) to other steamer altering her course. When Mr S. Hansen said he was second engi ed at a place called Barcida about twenty her former course and the helm steadied. see her masts and hull. The other steamer helm and as to the lights that were seen. miles from Cape Guardafui. Another cur- The two vessels continued to approach each starboarded her belon and came down toions coincidence is to be found in the cir- other on opposite courses, and when the Espoir wards us. As soon as we saw the steamer row at 10.30 a.m. comstance that at the present time another; was about 500 yards from the Norden and alter her course we put our helm to port; British gun-boat, named the Penguin is broad on the port bow of the latter, the and then when we saw the steamer coming employed, twenty-two years after the occur- Espoir suddenly starboarded her helm and down on us we put the helm hard a port. rence described, on the same coast in com- bore down as if to cross the bows of the I also blew one blast of the whistle and pany with the French man-of-war the Pen- Nord n. A collision then became inevit- shouted out. The other steamer came right govin. The coast in the vicinity of Cape, able and as the best way of lessening the against us with her stem on the port bow, Guardaful is in occupation by the tribe of shock of the collision the helm of the Nor. striking us at about an angle of 45°. The Meggertheyn, of the Somalis, a wild and den was put hard to pert and one blast of plates of the Norden were bent and a large

treacherous race, as might be inferred from the whistle was blown. The Espoir came on hole made in the side above the water apparently, without slackening her speed mark. Some of the head goar of the other and with her stem struck the port bow of steamer was gone. We could see the splinthe Norden about abreast of the foremast, ters on deck. Just a moment before the making a great hole in the side of the shock took place we were going full speed Norden. The collision took place about astern There was no time for the revers-400 yards to the S.E. of Bate Rock and ing of the engines to have any effect on the took place on the Clydo yesterday, the total to the North East of the fort on Tiger Norden before the collision. A minute after Island. Immediately after the collision the the collision the Norden came to a stand Norden was brought to anchor and a boat still and anchored. She remained at anchor from the Espoir was sent to her assistance, there about half an hour. We were lookbut it was found that the Norden could, ing to see what dimage we had sustained. proceed to Hongkong without assistance We took our positio. The fort on Tiger and she proceeded accordingly arriving in island was about two ables lengths distant tralia is the first of her type of war vessel Hongkong about 30 minutes after midnight, on the S.S.E. of the Lorden. We could constructed on the banks of the river. At the time of sighting the Espoir and for not see Bate rock. We ist the lead and some time before that the Regulation lights got 10 fathoms of water. Ween we saw the of the Norden were in their proper places other steamer starbo rding ited coming to ed yesterday at Jarrow-on Tym, from and burning brightly and they continued us we ported because we wanted to get out to do so during the whole time up to and of the way. We did not stop and reverse after the collision. A proper look-out was then because it would have taken to long during the same time kept on board the to get the headway off the ship. Thouly Norden, a Chinese seaman being on thing we could do was to port the hem. the look-out at the bows, a Chinese If we had gone astern the Espoir would sailor being at the wheel and the chief; have come right into us. By going full path with H. B. M.'s Minister and Consul- and coal, and everything on board included mate and a Chinese pilot being on the speed I expected to pass shead of her clear. bridge. The collision was not in any We were struck just abreast of the foremast way caused by any fault or default a couple of inches from the water-tight comon the part of those on board the Norden partment, and about fifty feet from the but wholly and entirely through the acts bows. There was no apparent danger beand defaults of those in charge of the Espoir fore the other vessel altered her course. in not keeping a proper look-out, in not She was then 400 or 500 yards disputting her helm to port in obedience to tant. After she starboarded nothing could Article 14 of the Regulations for preventing have been done better on our side than collision at sea, in improperly starboarding we did. The collision might possibly her helm, in not keeping on that side of the have been avoided if the other yesse river or channel which was on the starboard had ported and gone astern, but wit side of the Espoir or stopping and revers. the other vessel going as she did, the colli ing her engines when a collision became sion could not be avoided. We had the imminent. The petitioner therefore hum- regulation lights, a white light on the mastbly prays that the Espair and her command- head, and the red and green side lights ant and crew may be pronounced to be. The channel is about a mile wide. +Ou wholly to blame for the collision and for vessel was drawing between 12 and 13 feet. the loss and damage caused to the Nor- She steers very well in ballast. I only saw den; that it may be referred to the Re- the white light and the red light of the gistrar and merchants to take an account other vessel. The tide was running up at

of such loss and damage, and that the said about the speed of half a knot.

H. R. Adams and the Espoir may be con- | Cross-examined :- When we passed the

Whampoa and Tiger island is about 25 En.

glish miles. The Captain came on the

bridge at the moment the collision tool

place. I blew the whistle. It would take

three minutes to stop the ship. I saw the

light first through my glass. I then showed

it to the pilot, and shortly after the lookout

man called out. Had we reversed our en-

we would have stopped the way of our ves-

sel a little. After the collision the Espoir

hailed us and asked if we wanted any as-

sistance. I did not see the green light of

the Espoir. I did not hear the Captain

board the Norden after the collision, whe-

By the Court .- There was one hole three

ther observance of justice in the counter bridge at 6 o'clock. The distance between The answer to the petition, after recounting the same preliminary facts as in the petition, went on as follows-On the evening of the 3rd Nov. last the Espoir was going up the Canton river under steam at the built. The ways ansleepers are made of rate of 72 to 8 knots per hour steaming N. billian timber from Sdakan, the best ob- by W. by W. by compass which is N. by W. W. true, with her regulation lights duly gines when the Espair changed her course, work of the ways. he firm of Campbell exhibited and burning, and a good look-out and Heard has been existence for over 4 | being kept on board of her. In these cirever since, with evelprospect of its ex- Tiger Island and about 6.20 p.m., a white tending materially nothat the Slip Dock light and subsequently a green light were is fairly started. Burs Campbell and seen about half a point on the starboard ask the officer of the Espoir, who came on Heard may be cordy congratulated on bow of the Espoir and about four miles off. their enterprising spil which has trans. As the steamer which afterwards proved to their lights were burning, and I did formed a sandy wastern a series of works | be the Norden still showed her green light, not esethe officer point out the lights. ] with plant and applian amply admitting the Espoir was kept steadily on her course; was bush with the hoats. the repair of ordinary egoing craft. The When the Norden which was apparently same spirit applied the management of following a course parallel to that of the or four feet long made in the Norden and the Slip Dock will astedly yield results | Espoir bore about two points on the star- several small holes where the plates were profitable not only to emselves, but ad- board bow of the Espair and was apparently staved in. When the Espair altered her vantageous also to the blic. When such | five hundred yards off, the helm of the latter | course I do not think I saw the green light. enterprise is afact Supere will go on was starboarded in order to give the Norden I was in the middle of the bridge when the thriving and flourishin and will always a wider berth, when suddenly the Norden collision took place. The Espoir struck us shut in her green light and showed her red. in front of the bridge. I could not say ] The Times is, of cout wrong in saying A collision then being inevitable the en- saw the green light then. I saw it after that the only slip elsewh in the Far East gines of the Espoir were immediately re- the collision took place when the Espoir is at Manila. There is excellent slip at versed full speed and her helm was put was astern of us. Kowloon Dock, which argely used for hard a port. The Espoir under her star- C. H. Davidsen said-I am the master of board helm went off to port only two points. | the Norden. I hold a German and Danish The Norden did not appear to slacken her master's certificate. I was on board on the speed at all, and the Espeir struck the 3rd November last. I have been several

with the assistance of merchants.

Norden on her port bow. The collision times up and down the Canton river. We took place about 11 N. by W 1 W. of the had on the 3rd November the Chinese pilot fort on the North end of Tiger Island. No. 23 on board. We left Whampon at The Norden was not kept on her 4.30 and I was on the bridge till 6 o'clock, proper course as required by law. I saw the lamps lighted. When I left the A proper look-out was not kept on board vessel was about 7 miles from the North of the Norden. The helm of the Norden was Tiger Island. I did not come on the improperly ported. The Norden did not bridge till the collisi n took place. The stop and reverse her engines when there first I heard was a sound which I found was risk of collision. By way of counter- out afterwards was the mate shouting claim the defendant says that he has suf- 'hard-a-port' I then heard the whistle fered great damage by reason of the colli- When I came on deck first I saw the Espoir sion, and he claims as follows-Judgment, about 4 points on our port bow about nal against the Norden and her bail for the a ship's length distant. When I had got to damage occasioned to the defendant by the the ladder to go on the bridge the Espai collision and for the costs of this action; struck as on the port bow. She struck as and to have an account taken of such damage about eighty feet from where I was. could see the starboard side of the Espois when I came on deck. I could not see the Mr P. J. Elberg said-I am chief officer of the Davish steamer Norden. I have green light. The Espoir struck us at about been at sea since 1867. I have a Danish an angle of 50°. I did not hear any master's certificate. I have been on the signal to the engine room, but when I came Norden since December 1885. We left on the bridge the engines were reversing. The helm was hard-a-port. The Espoir Whampoa on the 3rd November in ballast. was in contact with us about 12 minutes. We were still going a little ahead and the Espoir was going astern. After the Espoir register. Her length is about 230 or 234 was clear of us, I put the helm hard to starboard, stopped the engines and let down the anchor. We were about two cables length from the fort on Tiger Island which lay S. or S. by E. of us. The Espoir then came up to us right astern, a little perhaps on our starboard quarter, and asked if we wanted assistance. She did not steam round us. We remained half an hour at anchor. I do not think the Espoir anchored while we were thore. All the damage was above water. A big hule was made in the plates and frames. The Espoir struck us in four places, the aftermost blow being near the after hatch about 50 feet from the stern. The Espoir sent a boat to us. An he could go round and see. He said nothing about how the accident happened.

that evening we were in the Canton river. Mr Francis said the Captain coming six or seven miles above Tiger Island. H. M. ship ought, he understited be the chief mate, went on the bridge at six the real complainant although by be o'clock. Before that, the Captain had been on the bridge. The pilot and the helms-The petition, which was then, was man were on the bridge with me. The as follows-The petitioner is thereof pilot was a licensed Chinese pilot, and the the steamship Norden belonging h Dirt helmsman was a licensed Chinese quarterof Copenhagen in Denmark, in a civ master. The lookout was a licensed Chinese the petitioner resides. The North is seaman and was stationed at the bow. The and of the breath of 30 feet and hand river at full speed, 91 miles, with no sail. H. B. M. Navy and is in common recting the course by the land and I gave H.M.S. Espoir, a gun-vessel of 120 in orders to steer by the compass. We were Our lights were taken in, as we were at anchor, but I asked the officer if he wished to see them. They were lying on the deck. a port in the Canton river, bound on! When I set that course the North East

charter and return to Whampon. The vere then about four English miles off. We and Tiger Island. We could see Tiger best experience about navigating this river, referred to this, and he might be pardoned. den was inelight trim when leaving W tended to pass the island as close as pos- Island a good way off that night. We could I heard the opinion expressed that at for adding that they had completed, also pon and was tight, staunch and st sule, keeping Bate rock on the starboard not have been further off then I said from several short bends of the river it would be for warships, one set of triple-expansion well-manned and found and in every rel sile. We saw a light at 6.40. We were Tiger Island when the collision took place. quite practicable to navigate according to engines of 12,600 indicated horse-power. fit to make her intended voyage. The then steering in the same course and were I neither saw the green or red light when I international rules, and that these would and three sets of gunboat engines of 2,000 den proceeded down the Canton river abut two English miles from the old fort first came on deck. The Espair was right on enjoin tug boats in towing vessels to steam indicated horse-power each. In fact, a few wards the Bocca Tigris, and about its of of Tiger Island. We had not passed us. I saw a lot of lights. The first blow was against a strong current about the half weeks ago they had at one time in their and praying Her Mujesty the Queen to the same evening was some 7 or 8 m Ble rock. The light was a bright about 50 feet from the bow, the second 30 distance up river in places which they like works triple-expansion engines for war appoint a competent Governor in his place. above Tiger Island well over on the swite one, a quarter of a point on the feet from that, the third 30 feet further alt, to avoid, whilst the old law of Siam sends vessels having a collective power of 36,000 board side of the channel. S.S.E. I B. pol bow. I looked at the white and the fourth about 50 feet from the stern. all craft going about 95 knots an hopig! for about seven minutes and then I did not ask the officer if the Espois had her middle of the stream and those going at the last hour of fixed with light cast-steel pistons, which read at the rate of the rate running up at the rate of about helf a know hite light L judged the distance of the wind being light ind from the English miles. after the collision. It would take two A divorce case in Siamese high life has first to introduce in the engines they built or three minutes to stop the ship's way a been before the public for the last few for H.M.S. Miranda, and subsequently in those of H.M.S. Leander, drethuszgrand clear mosalight night. About half-past afferthow and about an English mile distance of a little later the husband being abroad on those of H.M.S. Leander, drethusz, and about the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on the husband being about the husband being abroad on the husband c'clock or a little later the white mast-headut! There is no clock on the bridge, but look what course the vessel was steering government business has bad his case con. Phospin. He would ask them to drink government business has bad his case con. Phospin. He would ask them to drink light of a steamer was sighted by those others one below, which can be seen from when I left the bridge at six o'clock. The duoted by the department to which he heartily to the success of the Australia, and board the Norden and a left the bridge at six o'clock. The duoted by the department to which he heartily to the success of the Australia, and

The case was then adjourned till to-mor-IN SUMMARY JURISDICTION (Before Mr Justice Russell, ). RANGEL C. ROA DA SILVA, -\$120. Judgment was given to-day in an action brought by Mr J. Rangel against Mr. A. A. Eca da Silva foe \$120, amount of com-

chase price of several houses in Peel Street gel to Mr A. Aquino. There appears to The Australia is one of five belted cruisers have been some dispute about the back ordered in April, 1885. The building of lot at the time the houses were transfer- two of them—the Australia and Galatca red, and Mr Silva said the plaintiff ex- was entrusted to Messrs R. Napier & Sons, pressed his willingness to forego his com- Govan, other two-the Orlando and Unmission on the understanding that he was | daunted-were | ordered | from Palmer's | to get the brokerage on the sale of some Shipbuilding and Iron-Company (Limited). property in Mosque Terrace. Mr Silva, Jarrow-on-Tyne. The fifth was ordered however, had no evidence to prove this from the Earle's Shipbuilding Company, subsequent agreement, and His Lordship Hull.

### SIAM NEWS.

(From Straits Times' Correspondent.) satisfied with the views of H. B. Mg took to develop 8,500 horse-power, and an interview, the contrary has been the the machinery and coal. The Admiralty day, largely attended also by Asiatic born the oted this proposal, and carried it out in

demned therein and in costs; and that the barriers I was on the bridge watching that petitioner may be dismissed from all fur- the vessel was well steered. I went on the British subjects. W. Green, J. Marrable and others, for this tubes. The two striking edo impulse the said gentlemen of the Committee speed, she might keep the enemy within achieved within two weeks time; the grand | the range of her big guns while she stand and the race course were all that herself was beyond the enemy's fire. could be desired for temporary, use at first. Every safeguard has been adopted to The Programme contained Rifle shooting, shield her from the enemy's fire and to Putting the shot, High jump, l'ony hardie prevent her from sinking. She is die promotid Warrant, revising the pay and race, Throwing the Cricket ball, Pony hur- vided into about 130 compartments or cells, issued in X offi era in the Army, will be dle race bareback. One hundred yards The engines and steering gear are all under race, Pony race flat 600 yards, Dog Cart | the water line, and are protected from debris race 1 mile, Long jump. All went off or dropping fire by 2in, thick steel deck ex. splendidly; of course some small mistakes tending the whole length of the ship. occurred, but on the whole the meeting water-line of the ship is perfected by an Gotha, who is now heard of Saxe-Coburg showed that there is material both in men armour belt of 10in. thick, steel-faced, ness has replied that hellis Royal Highand horseflesh in Bangkok as well as strongly supported by teak and steel back- Imperial Majesty, the El consult His interest in sport even amongst the Siamese ing, and capable of resisting a shot or shell Gentry, of whom some took an active part from loin, guns: in the races The interest in, and pursuance of manly sports will have a good effect made the company of guests adjunraed to ture. upon the Siamese, and no doubt we shall the moulding loft in the yard, where cake see by and by many a fine fellow in the and wine was sorved. Mr A. C. Kirk, the

Hotel, kept the members for some hours, loyal toasts. December and January are always levely Mr Kirk, in proposing the teast of Suc-Fa (son of H. M. the King and a Princess) | armour-plate, in about 20 months. (A

siderable expense too, according to rank. The building of these ships, too, had been sometimes as much as \$24,000. cided in the Siamese Naval Court between [Hear, hear.) Our Admiralty in preparing the Siamese S. S. Sportsman, having in tow | the design had succeded in combining the a sailing vossel, and the S S. Samat, a conflicting qualities of a war ship in a rare small steamer, or more properly launch, 56 | degree-offensive and defensive power, a feet long; the former coming up the river large range of action, with a high rate of against a strong obb tide, and the latter speed. (Applause.) At the same time they

The news of a sad accident reached this a few days ago; one of the small Siamese to a British gunboat the Penguin -strange give the Repoir a wider berth, and shortly she did this she was not quite half an near on board the Norden. He spoke as to had her boiler blown up whilst at the coincidence of name and fate—were murder- afterwards the Norden was brought back to English mile distant. We could then the carrying out of the orders to port the mouth of the Patchaburee river. I hear 27 men were killed and 16 wounded.

# LAUNCH OF WAR SHIPS AT

GOVAN AND JARROW. H.M.'s belted cruiser Australia, built by Mesers Robert Napier & Sons, Govan, for the British Admiralty, was launched on 25th Nov., sliortly after noon from Messrs Napier's yard at Govan. The event was one of considerable importance, as the vesse was the first of the class seen on the Clyde, mission at & per cent. on \$24,000, the purand great interest was manifested not only by gentlemen associated with the shipsold through the intermediary of Mr Ran. building trade, but by the general public.

mission. He therefore gave judgment for 300 feet long between perpendiculars, 56 Lloyd's, and in excess of their rules; and the British Protectorate on the Somali feet in extreme breadth, and 37 feet deep, has two iron decks with a teakwood deck Coast. The British Political Agent from ordinary circumstances will be 19 feet, and at this draught the displacement will be 5,000 tons. This may at times be increased The small British community of Bangkok to 6,000 tons when a full supply of coal is ships, while the crew are berthed forward gunboat Penguin. seems to be greatly agitated. A number of shipped. When in the normal fighting in the topgallant forecastle. She has a cut-British Residents appear to be on the war | condition, with guns, ammunition, stores, | water bow, with carved figure-head and eneral about a yearly registration fee of | in the 5,000 tons displacement, we underthe ticals, viewed by them in the light of a stand the Admiralty expect a speed of 18 x, and jokingly called by Siam so knots per hour; but when the trials are and overs 'phuh phi,' the name of the made on the Clyde, the ship being then Siamese coll-tax on Chinese. How the without guns, ammunition, stores, or a full Consular think the whole matter quantity of coal, the speed may reached 19. will be about 1,500 L. H. P. Her steam workable I not understand at all; for knots. The engines to be fit ed on board, windlass, steam-steering gear (by Muir & instance the journey between Bangkok and and which have been designed by the Caldwell), steam winches, water ballast Cheangmai takes by native boats about 2 Messrs Napier, are of the triple-expansion arrangements, &c., are all of the most approved description for the efficient work-British subjects who happen to live half dicate 8,500 horse-power, the working ir of some 5 weeks to show gir faces either in the Consulate at Bangkon r Cheangmai, asked for the vessels of this class, comand to pay their two ticals. X neeting was held by some 3! British born residents, and a committee was elected to intere into as an alternative scheme, to fit triple.

A venue, Partick, and was thereafter towed to the harbour to be fitted by the builders with her machinery. satisfied with the views of H. B. MS that without taking up any more room in Minister and Consul-General expressed at the ship or increasing the collective weight will ber ships of the class. The result Another event to break the monotony of knot per increase the speed by about a that it has been resolved to reduce the Bangkok life, is the starting of an Associa-tion for Sports of all kinds, including dancing, theatricals, singing, &c., under the flues. The art type, and have corrugated to five thousand men. In reply to a quesname of the 'Bangkok Gymkhana Associa- very long range in. Armstrong guns, tion from the Porte, as to whother Sirtion.' The good public of Bangkok is surely ten 6in. guns of the in. Armstrong guns, Drummond Wolff is going to Constanmuch indebted to the president, Colonel on central pivot Vavage class, all mounted | timople, Lord Iddesleigh has replied that M. Walker, and other members of the 6-pounders, and eight mountings, eight nothing has yet been decided in the matcommittee such as Count Kergaradec, Rev. firing guns; also six unders-quick- ter. institution and the zeal and interest they are findoubtedly her high speracteristics C. A. Stephenson, Commanding the Forces have exhibited. Already, on the 11th in- length of gun or range of fire. Tind great in Egypt, has sent to London, for approval. stant, the first sporting meeting took place | ties would generally enable her to bquali- details of the impending reduction in the at Wat Sapatome, a distance of some four an enemy, or to avoid one altogether take Army of Occupation in Egypt according to miles from town; it was surprising what heavy metal for her; or using her go which it is intended to have only a small

After the launch which was successfully Czar of Russia will approve of hisand the arens. After the races a splendid dinner | head of the firm of Messrs Napier and Sons, | didate for the Bulgarian throne, is consideat the race course provided by the Oriental occupied the chair, and proposed the usual red probable.

months in Siam, the weather clear and cool, cess to the Australia, said the ship they the early mornings even fresh; visitors had just seen launched was a most formidfrom Singapore should choose this season able addition to the British Navy. It was for a recreation trip; the New Oriental a matter of congratulation to the country Hotel will be ready in about a month or so; that a private firm should be able, without and we will be able then to boast of an anyeffort whatever, to advance such a vessel Hotel far eclipsing your Hotel de l'Europe. to this stage of completion, including the On the 14th of next month we shall have | testing of 132 separate water-tight compart. here extensive festivities, the eldest Chow | ments and the working in of 500 tons of will be proclaimed Prince hereditary. In plause.) Had it been necessary it could about a fortnight the cremation of a prince have been done in less time. The building who died at the age of about 15 months of these ships just now had been most will take place. Such ceremonies extend opportune. The country had had the always over several days and the prepara. advantage of the low prices prevailing at a tion for them go on for months and at con- | time of severe depression like the present a great and much-appreciated boon to the Last week a small dellision case was de- working people of Glasgow and Govan.

going down the river with favorable tide. must not conceal the part they had contribut. Official Messenger, in an article on the rela-The damage done has not been con- ed to this latter and most important quality tions between Russia and Germany, residerable. The decision went against the in a modern war ship by the improved bukes the Anti-German feeling which pre-S. S. Sportsman; the most interesting machinery they had been able to introduce. vails in Russia, and says that vital interests point in the judgment of this Siamese As designed and specified, the engines connect Germany and Russia, and that Russia Court was that the Sportsman was found were to be of the ordinary compound type respects Germany's special interests; and it according to International law on the of 7,500 h. p. He need not repeat how the feels assured that Germany respects here in wrong side of the river. Two years ago, success of the triple expansion engines in Bulgaria; in conclusion the article hopes in the British Consular Court in the case troduced into the Aberdeen, and which that Germany's influence will be solely of the Siamese tug Simoon vers, the Bris were, so pluckily adopted by the owners, directed towards the maintenance of peace, tish S. S. Ban Yong Seng, the Simoon Mesers, G. Thompson & Co., had re- which the Czar and his people are earnestly Amoy ..... 30:14 66 73 NE 4 0 having Lept the same side of the river as volutionised the mercantile marine (Hear, desirous of: the Sportsman was found to be on her hear.) He only alluded to this because it right the of the river. If the assessors was through the experience gained in the in both cares (all experienced navigators | Aberdeen and subsequent vessels that they of England has raised its rate of discount | Wi'ostock | 29.89 1 | will 3 | c and it is only to be wondered that collisions | thousand horse-power could be added, America are expected. A panic took place and it is only to be wondered that collisions thousand horse-power could be added, America are expected. A panic took place Haiphong. 29.97 71 — E — 0 — events something ought to be done to get any of the other qualities of the ship. So change. events something ought to be done to get any of the other qualities of the ship. So change, rules for navigating this river which can impressed were they with the importance be understood by all concerned, natives of this that the engines were introduced in as well as foreigners, and in drawing up the other ships of this class building else-Cross-examined-We generally pass about such regulations the pilots and tug boat where. (Applause.) He assured those age for Wuhu, there to load cargo a point of Tiger Island was right ahead. We a cable length or two off the Bate rock captains should be consulted as having the present it was with no small satisfaction, he from the effects of the fall. board the Norden nearly right shed, about a large. When I saw the red light I Chinese pilot was on board and I left the belongs, his wife being a rich lady of about expressed the hope that she might be a and apparently about the correspondents five worthy successor to an illustrious series of

-building in Messrs Napier's yard, is in a taken under a strong escort of constabulary forward state, and will be launched in the | before a Magistate; and charged with havcourse of a month or two.

Palmers' Shipbuilding Yard, Jarrow-on- the money which has been collected by the Tyne, on 25th Nov. to witcess the launch | accused. of Her Majesty's ship Undaunted, a belted cruiser, and a sister ship to the Justralia launched on the Clyde the same day. The 37 feet deep, whilst her displacement is men for three years only, rejecting the 5,000 tons. Her indicated horse-power is Government demand of four hundred and 8,500, and her speed 19 knots.

#### NEW STEAMER FOR THE CHINA TEA TRADE. On 25th November there was launched

from the building yard of Messrs Barclay, Curle & Co. (Limited), at Whiteinch. handsome steel scrow-steamor for the Ben Line, belonging to Messrs Wm. Thompson & Co., Leith. These steamers have long been favourably known in the China toa trade, and the new steamer promises to be a successful addition to their fleet. Her dimensions are  $-310 \times 33 \times 25$ , and she will held that the plaintiff had carned his com- The Australia, like her sister ships, is She has been built to the highest class at | ed the French flag at Dongarita, part of on the top of the upper one. Her cabin Bulbar, with a party of 25 men. subaccommodation, which is comfortable and sequently went to remove it. Two. French airy, is in a full poop aft. The officers' gunboats have since left Aden for Doncabins are under a large bridgedeck amid- garita. They were followed by the British triad boards, which gives the vessel a smarter and more tasteful appearance than with the ordinary straight stem. Her engines are of the triple-expansion type, to which steam will be supplied by two steel ing of the ship. As the vessel began to move off the ways, she was christened the Benkineers in the customary manner by Mrs Lower Burma remains intact.

#### LATE INDIAN TELEGRAMS. (From Rangoon Gazette.)

THE REDUCTION OF THE EGYPTIAN ARMY. London, 14th December.—It is stated mur, whilst less coal will be con- Egyptian standing army to ten thousand . London, 16th December. - General Sir F.

British force, south of Cairo. Five-battalions are considered a sufficient force, in By of the proximity of Cyprus and Malta, Ree of emergency.

A ION IN ARMY PAY AND PROMOTION.

Vienna, 14th TNE OF BULGARIA. Deputation has ownber. - The Bulgarian The garia to Prince Ferd the Crown of Bul. Joseph of Austria, in the mayor Francis is believed that both His Maje though it

The rejection by the Czar of A Ferdinand of Saxe-Coburg-Gotha, as a co

THE GERMAN SQUADRON. Zanzibar, 14th December. -The German Squadron arrived here to-day.

Paris, 14th December.—It is believed here that the Cabinet formed by M. Goblet will be but short lived.

DILLON'S TRIAL London, 15th Dec .- In the Queen's Bench Division of the High Court of Justice. Dublin, the charge against Mr Dillon, M.P., for having delivered intimidatory speeches, was tried yesterday. The Judges having declared that the plun of campaign advocated by Mr Dillon was illegal, the Court held that the language used by defondant, in his speeches, was an incitement to resistance against the law, leading to disorder and violation of contracts. The Court ordered Mr Dillon to give security for his good behaviour for twelve days (mouth?) £1,000 himself, and to find two securities of £1,000 each, in default of which six months' imprisonment.

RUSSIA AND GERMANY. St. Petersburgh, 15th December.—The

BANK RATES IN ENGLAND. London, 16th Dec., noon. The Bank Nagasaki. 30.23 - 4

ACCIDENT TO ADMIBAL HORNBY. London. 16th Dec .- Admiral Sir G. I Bornby has been thrown from his borso on the hunting field, and is lying senseless | Wl'ostock, 30.11 4 50 - 4 b -

AFFAIRS IN NATAL Durban. 16th Dec. -Extreme friction exists between Sir Arthur Havelock and the paratively high and cloudy weather prevails. Natal Council. Notice of a resolution has been given in the Council that the Governor

THE ARMIES OF EUROPE. Berlin. 11th December. - Lieutenant-General Bronsert de Schellendorff, Ministor of War, stated in a Committee of the Reichstag on the Army Bill, that France and Russis had five millions of men 100. available, while Germany had two millions and Austria only 800,000 men.

THE NO-RENT ACTATORS. and apparently about three miles distantion we went off the course about a point wheel. That is quite enough going down in number, young men of good family each warships which had gone before and been bers of the House of Commons, have been landed from their ward. (Youlause:) arrested at Loughrest while engaged in con-A few minutes later the red light of this a mute and then went on the same the river as the vessel turns very quickly. having a number of wives and children. launched from their yard. ('ipplance') arrested at Longhrea while engaged in contract the would not detain them by a list of ducting the exception of rents on the provessel, which afterwards proved to be use When we steaded, the red light Dy the Court—I passed between the Cal- In such cases if the truth is not forthcoming. He would not detain them by a list of ducting the expection of rents on the pro-

legitimate demands were granted by the Thesister ship to the Australia - Galatca' landlords. The prisoners were afterwards ing conspired to obstruct the payment of rents to the landlords, and were remanded, There was a large wathering at Messrs hail being accepted. The police have seized

THE GERMAN ARMY. Berlin, 16th December. -The Committee of the Reichstag has voted a peace effective vessel is 300 feet long, 56 feet broad, and force of four hundred and fifty thousand sixty eight thousand men, under a system of Military Septembate according to which the Military Organization of the Empire had been fixed since 1874, and which expires in 1888.

THE WIDENING OF THE SUEZ CANAL. Alexandria, 16th December. -- Mr Stokes and M. Charles Lesseps have arrived here. with a view of communcing works in connection with a scheme for the widening, of the Suez Canal.

THE FRENCH FLAG HOISTED IN BRITISH TERRITORY.

THE BULGARIAN DEPUTATION. Berlin, 16th December, -The members composing the Bulgarian Deputation, to explain the condition of Bulgaria to the various Courts of Europe, have arrived here: they have been received by Count Herbert Bismarck, who counselled them to accede to the wishes of Russia,

NOTES FROM BURMAH. Mandalay, 16th Dec. -The force in Burma ceases to be a Field Force at the end of Fobruary. On the departure of Sir Frederick Roberts, the command falls to Madras. General Arbuthnet, on returning from England, proceeds to Mandalay, to assume the Divisional Command of Upper Burma.

#### Quotations. Hongkong, January 4.

PIUM-	-New Patna, cash, 5121 to 518
27	Old cash
)1 .b	New Benares, cash, 4921 to 491
22	Uld cash.
11	New Maiwa, cash 500
2.	Allowance, Taels 32/4g
**	Old Malwa, cash 500/40
	Allowance, Taels 48/80 +
: 22	Persian. Oily, cash 370/420
	Allowance, Taels 16/32
.1)	Persian, Paper tied 400/485
27	Allowance, Taels 48
	Exchange

HONGRONG, January 4. On London-... On demand. 30 days' sight. 4 months sight, Documentary, 4 months' sight, 8 42 In Paris-On demand. Credits, 4 months' sight, ... 4.29 On New York-On demand, ... ... 81 Credits, 60 days' sight, On Bombay-On demand, On Calcutta-On demand, ... On Shangha .--On demand, ... 39 days sight. Gold Leaf, 100 fine .. Sovereigna.

Said M	Seer Cib B	TANKER!		T.
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			763	
METE	OROLOG	IUAL I	₹EÒ=	

Temperature . . . Humidity . Direction of Wind . R. Hongkong Observatory, January 4, 1887. CHINA COAST METEUROLOGICAL

REGISTER. JANUARY 3,-AT 4 P. M.

Haiphong. 29.79; 72 Hongkong 30.03, 62 80 E 6 Foochow... 30.28 43 75 NE 4 c

Amoy ..... 30.20 59 82 NE 1 0 Foochow .. - | - | - | -Shanghai. 30.33 40 95 NE 3 Nagasaki. 30.32 - N 3 -The barometer has fallon but gradients

for N.E. winds continue steep. The temperature is moderate, the humidity com-W. DOBLECK. Government Astronomer.

Hongkong Observatory, January 4. I. BAROMETER, reduced to 82 degrees Fahrenneit, and to the level of the sea in inches, tenths

and hundredthe. 2. TEMPERATURE, in the chade in degrees. Fabrenlieit. 3. HUMIDITY, in percentage of saluration, the hamidity of air saturated with moising being 4. Direction of Wind, to two paints,

5. Fonos or Wino, accerding to Beaufort 6. STATE OF WEATHER, & 10 tached clouds, d drizzling, rain, hhaii, ! lightning, o overcast, p o

q equalir, r rain, s snow, e thund w dow (wet). 7. Rate, to inches, teaths and

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MORNING STAR Runs Dathy as a Fenny Boar between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:-This Time Table will take effect from the 21st October, 1886.

,			
WRE	K DAYS.	ຮບາ	TDAYS,
	on, Leaves H.K.	Leaves K'	non. Leaves H.R.
6.00 A.M		6.00 A.	
8.00 ,,	9 95	7.30	, 8.00 ,,
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9.40 ,,	10.00%	10.30	40 47
10 40%	10.85	11,00 P.	
11,15	10 05 0 31	12.25 ,	1.15 P.M
12.45 P.	- 00	1 05	, 1.55 ,,
1.25	1 5 5	47 (15)	, 2.55 ,,
0.00	0 55	0.05	, 3,55 ,,
9.05	9.55	4.10	4,25 ,,
4.10	4.95	1.50	5.10 ,,
4 50	5.10	- 0-	, 5.40 ,,
E 03	5.40	5 BS	, 6.15 ,,
E 55	6.15	2 90	, 6.45 ,,
6.30	6.45 ,,	F 00	,
7.00	, 0140 11	,	

There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable cir-· cumstances. In case of stress of weather, due notice will be given of any stoppages.

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· upon the most reliable information the various Ports in China and Jo Penang, Saigon, and other places fre justified the Chirese, -consider themse increasing

tion condud anti-obstructive in tone | be inserted in such Pattern Packets. progressirmitless. It on the one hand is almos Chinese belief and interest. comm the other it deserves every aid wh can be given to it by foreigners. te English journals it contains Editorials, with Local, Shipping, and Commercial

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CHINA COAST METEOROLOGICAL

REGISTER.

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Manila	29.93	83	72	MSW	1	c.	-	Parcels must be posted in Hongkong
Haiphong.				E	-	C	~	before 3 p.m. on the day before the depar-
Hongkong	30.00	60	93		4	ь	_	ture of the Mail. Those arriving from the
Amoy			73		3	C	-	Coast, &c., after this hour are kept for the
Foochow		-			-			following P. & O. Mail.
Shanghai		48	78	NE.	4	0		The Postage is 25 cents per 1b., which
Nagasaki			-	N	3			includes Registration fee, and must be pre-
Wl'ostock.			-	NW	5	b	-	paid in stamps. No further charge is made
	ANUAR		•		,	1		in the United Kin dom except for Customs
Manila				_	1—	O	1 -	dues. No parcel must be more than 3 feet 6
Haiphong.	7	_	_		-	.—		inches in length, or 6 feet in greatest length
Hongkong	30.17	63	75	ENE	4	.0	_	and girth combined. A receipt is given for
 Amoy	30.26	G1	82	NE	2	c	·	each Parcel.
	1				1 - 1			The sender must fill up a form of Chatana

Wlostock. 29.88 1 50 NNE 3 b The barometer has rison and gradients are steep for N.E. winds. The temperatureis moderate, the humidity comparatively high-and overcast weather prevails.

Shanghai. 39.37 44 76 NNE 2 bf

Nagasaki. 30.25 - N 3

W. DOBERCK, Government Astronomer. Hongkong Observatory, January 3.

1. BAROMETER, reduced to 82 degrees Fahren- address as that of the Parcel itself, or anheit, and to the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees, Fahrenheit. 3. Humidity, in percentage of saturation, the

4. Direction or Wind, to two points.

5. Force of Wind, according to Beaufort 6. STATE OF WHATHER, b blue sky, c detached clouds, d drizzling, rain, f log, g gloomy, Abaii, Ilightaing, covercast, p passing showers, equally, r rain, s snow, t thunder, p visibility, dew (wet),

Rain, in inches, tenths and hundredthe.

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ec, can generally be 2. Invitatior Victoria at the private delivered wiraldressess rather that at houses of siness, if a wish to that .. leet Aberdeen when three hours and a half will be expadence is invariably delivered at correcest place of business.

Boxholders who desire to send Circu- be entitled to an additional payment of five brs. Divideral Warrants, Invitations, Cards, The projectors, basing their estimat | Sc., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post from Australia, California, Singanted by Cflice unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

in guaranteeing a large and offered to ad- 4. Boxholders may also send Patterns circulation. The advantually great, and to the same places in the same way. Envertisers are therefore generally will find velopes containing Patterns may be wholly the foreign communiavail themselves of closed, if the nature of the contents be first exhibited or stated to the Postmaster o a paper of this descrip- General, as he may consider necessary, and The field o by native efforts, but approved by him. Printed Circulars may

> The Post Office declines all responsibility for Unregistered Letters containing Bank Notes Coin, or Jewellery and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such

Parcel Post to the United Kingdom. Parcels not exceeding 11 fbs, in weight are received in Hongkong and at British Post Offices in China, for transmission to he United Kingdom by P. & O. Packet ia Gibralter. No parcel is sent with the verland Mail via Brindisi. Parcels thereore arrive in London about eight days later han the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to e opened for examination.

ncludes Registration fee, and must be pre- or Pullaway Boats, per Day, ... ... \$1.00 paid in stamps. No further charge is made the United Kin dom except for Customs ues. No parcel must be more than 3 feet 6 aches in length, or 6 feet in greatest length and girth combined. A receipt is given for ench Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel con be accepted till this is completely and accerately filled. The only articles ordinarily sent from China which are liable to duty are Tea, Tobacco, and Gold and Silver plate. Dangerous or perishable goods, articles likely to injure the Mails. Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcelcan be received if its value exceeds \$250. A Parcel may contain a letter to the same other Parcel to the same address. No

other enclosures are allowed. With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary dishumidity of air saturated with moisture being tribution of letters, &c., is finished. The postage on Parcels at home is 10d. per Ib., the Regulations are generally similar to the above, and the Parcels are sent out vid

> .Indemnity for the Loss of a Registered Article. The Post Office is not legally, responsible CRAWFORD & Co., Hon kong; and Messrs. for the safe delivery of Register Correspon - Kelly & Walsh, Shanghai,

## Merchant Vessels in Hongkong Marbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at 7] Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Habour Master's to the P. and O. Co.'s Office. 5, From P. and O. Co.'s Office to Peddar's Wharf, 6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings 8. From Blue Buildings to East Point. D. From Kellett's Island to North Point.

10. Kowloon Wharves. 11, Jardine's Wharf.

i.	sonder, by destruction by fire, or shipwrock,	6, From Peddars	o deri	to rue Liever x	Can the		_	-			E	
	nor by the dishonesty or negligence of any person not in the employment of the		16	1	Flag	and	Tons.	Date .		Consignees or Agents.	Destination.	· Remarks,
1	Hongkong Post Office.  ô. No compensation can be paid for mere	Vessel's Name.	duch age	Captain.	Ri		10113	Arrivo	ul.			
1 2	damage to fragile articles such as portraits,					-						,
1	watches, handsomely bound books, &c.,						12	7				
5	which reach their destination, although in	Steamors	1				5 .			C. Markey		'
,,	a broken or deteriorated condition.	Alwine	. З с	Schafer	Ger.	str.		- 1·	31	Eduard Schellhass & Co.	Dails and fra	The manner of
n l	Misseut or Delayed Correspondence.	San Loren /	: 2 п	LECTEDUS *******	CIGAL.	str.		Jan.	1	Wieler & Co. Carlowitz & Co.	Hoihow, &c.	To-morrow
f	When correspondence has been missent	Demonstra	C	I IZZZEL CILLU dinner	TOTAL	str.	-	Jan. Dec.	18		Sydney	To-day
	or delayed (both of which are liable to	Christian	14 0	Pearsc.	DUI.	BILL.	1090		24	Iitsui Bussan Kaisha		
- 4	happen occasionally) all that the addressee	Canclot	4 C	Cars	DETE	etr.	973	Jan.		Soy Sing	Valenhama	our Elen
d	meed do is to note on the cover, Sent to, or Received at 7 p.m., or as the case	Carron to Carro	144 67	. 4 T in COACUU	CONTRA	str.	1196	Jan.		Siemssen & Co. Butterfield & Swire	Yokohama	6th inst.
0	may be," and forward it, without any	Chines tu	II) E	VALUALI	F-6 440	str.	1459 796	Sec.		Ielchers & Co.		14 A
2	other writing whatever, to the Postmaster	( Cli - Laure trace	1-16 (0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	17.374.344	str.	~1030	Dec.	29 A	rnhold, Karberg & Co.	. ,	
	General. This should be acted on the first	Chaw-enow-roo Cheero				str.	Det	O STILL		tussell & Co.	340	
	time cause of complaint occars; it is a mistake to let such matters pass for fear of	Centandar	ISB 18	LLOWID	TAR PAR	str.	552 552		00 5	Bun Ho Hong	***************************************	K'loon Dock
11	giving trouble, a course which generally	Dodile		TY ALGO	PAR BOX	str	. 561			uen Fat Hong	Swatow & Bangkok	
n	gives more trouble in the end.	Danube Fokien	(3 t)	Wollia	Brit.	str.		Dec.	22 [	Douglas Steamship Co.		To-morrow
**		Contin	K E	Fricasen	* A TABLE !	str.		Dec.		iomasen & Co.	Chefoo	K'loon Dool
	Chair, Jinricksha, and Eoat	1 Cilebrard		TEODINGOR	DX.	str.		Dec. Jau.		iemssen & Co. ardine, Matheson & Co.	Shanghai	To-morrow
	Ilire.	(ile ogle	*** 5	11066	dier.	str.		Jan.	2	R. Marty	1	To-mbrrow
	2	Iduna	0	Edit KU	Ger.	str.		Jan.	4	Vieler & Co.		2.2
ų.	LEGALISED TARIFF OF FARES FOR CHAIRS,	Independent	21	Gadd	Brit.	str.	1515			P. & O. S. N. Co. Fibb, Livingston & Co.	Bombay v. S'apore	A 4
	CHAIR DEARRIES, AND BOATS,	Killarney	4	O'Neill	Brit.	str.	1060	1		Siemssen & Co.	2	
,	IN THE COLONY OF HONGKONG.	Kashgar Killarney Marcia	8	Melposit	Ger.	str.		Jan.	IV	Vieler & Co.		i
	Chairs.	ALCH Characterson and constitute	15.4	i amele	Rest	0.7.79		Jan.	1 [	Douglas Steamship Co.	Coast Ports	To-morrow
	Half hour, 10 cts.   One hour, 20 cts.	Namoa Norden	3	Davidsen	Dan.	str.				Dinese	Son Francisco	17th inst
y-	Three hours 50 ets.   Six hours 70 ets.	Oceanic	16	Davison	Brit.	str.	3807 1035			). & O. S. S. Co. Order	San Francisco	11th inst.
	Day (from 6 to 6), One Dellar.	Lining	lő k	Staver	Brit.	str.				Fibb, Livingston & Co.	***************	Laid up
	TO VICTORIA PEAK.	Tarestogo	;6 h	Stopant	ESTIG.	tug.		June	2	H. K. & W. Dock Co.		
	Single Trip.   Return Direct	Draughts	i3 c	Heasley	Brit.	str.				Arnhold, Karberg & Co.	F	Cartten Don
.1	Four Cholies \$1.00   Four Coolies \$1.50	. Qualinlion	***	Homery Koch	Brit.	str.	3822 313	Dec.	5 (	Icssageries Maritimes Chinese		Cos'tan Doo K'loon Dool
HI e-	Three Coolies, 0.85 Three Coolies, 1.20	Poechow	19 6	Nighet	Brit.	str.			27	Adamson, Bell & Co.		To-morrow
ıd	Two Coolies, 0.70   Two Coolies, 1.00	15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	44.45	WARMALW SHAGARREST		_str.	1671	Jan.	2	P. & O. S. N. Co.	Yokohama & Kobe	6th inst.
e-	By Aberdeen, Shortest	. 21/2/19741	. I/ C	LIUZZIII	ALPEA NO	str.				Russell & Co.	- 1.0	0 30
ıd	By Pok-fu-Lum. Road.	erngern Vestmeath		Stopohouse	Brit.	str.	873 2095	Jan. Jan.		Arnhold, Karberg & Co.	Kobe & Yokohama	6th inst.
	Four Coolies, \$2.00   Four Coolies \$2.50	Zatiro	c	Talliot	Brit.	str.		Jan.		Russell & Co.		To morrow
6.	THROUGH CONTINUES. FOR I THERE CONTINUES 17 1		-		1			1.1	-	- 1		
154	Two Cooling, 1.30 Two Cooling,	Sailing Vessels						et 4				
	Four Coolies, 1.40	Adolph	3 6	Focke	Ger.	bz.	256	Dec.	1	Melchers & Co.	Hamburg	
	Three Coolies, 1.40	Airlio	8 h	Knight	Br. 3n	1. SC.	230	Dec.	5	Master		
i.	Two Coolies,	Alden Besse	0 6	O Brien	Wallet.	DC[G.]	012	Dec.		Melchera & Co.	Victoria	0
gį	- àr.	Basuto	7 h	Matthews	Brit.	bqe.	348	Jan.		Order Chinese	****************	Repairing
/s	Single Trip. Sour Cooling. Ooch.	Billy Simpson Brynhilda	x h	Meikle	Brit.	sh.	1409			P. & O. S. N. Co.		
T.	Four Coolies, . 60cts Three Coolies, 75cts.	Centaur	13 0	Offersen	Ger.	bge.	468	Dec.	4	Wieler & Co.		
	Three Coolies, 50/2 Tw Coolies Glets	Coloma	3 k	Noyes	Amer.	bge.	850	Dec.		Melchera & Co.	Portland, O.	
	Two Coolies, Sin-   Return by Aberdeen.	Columbus	4 6	Sauermich	Reit	boe.	679	Dec.		Siemssen & Co. Aaster		
	Shortest Kowl.	Director	3 k	McRae	Bri. bo	tine.	249			Eduard Schellhass & Co.		
. 2	**************************************	Edward Kidder	18 h	Griffia	Amer.	oqe.	1700	Dec.	290	Captain		. 21
	Three Coolies, 1.20 Three Coolies, 1.60	IClan.	13 c	Schwartz	Ger.	bg.	235	Dec.		Vieler & Co.	·	3.7
	Thresolies, 0.90 Two Coolies, 1.20	Else	8 h	Bremers	Ger.	ah:				Siemssen & Co. Ed. Schollhass & Co.		· ·
	By Wendsai Gap.	Eminia C	3 0	Rocio	Ital	pde.	032	1		Order -		
'n	Three Coolies, 0.95	Escort	1. 3 K	Waterhouse	Amer.	pde:	004			Ronsalves & Co.		13
	Two Coolies, 0.80	Francis B. Fay	3 k	Pottegrove	Amer.	bge.	819	Aug.		Jelchers & Co.	London, &c.	6
		Fred. P. Litchfield . H. Printzenberg	3 0	Schonemann	Gar.	boe.	1042 553	Dec.	123	Biemssen & Co.	New York	4,40
-	TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLET AND	Hamildine	3 0	Tibbetts	Ani, 4r	n. sc.	1204	Dec.	19	tussell & Co.	New York.	1 1
0	MO'NT GOUGH.	Harmatar	13 0	Tavlor	JA Mor.	80.1	1420	Aug.	2in E	Russell & Co.	San Francisco, &c.	-
	Single Trip. Return Direct.	Haltie N. Banga	13 0	Bangs	ani b	qun.	042	Nov.	70 0	conscives & Co.	New York	
e	Four Coolies, 65 ets. Four Coolies, \$1.00 Three Coolies, 55 ets. Three Coolies, 0.85	Hayden Brown	3 0	Olin	Brit.	sch.	306	Dec.	- 1	Captain '	1011	
t	Two Coolies, 45 cts. Two Coolies, 0.70	Hydra		Binge	lier.	bgo.	780	Nov.	25 (	Sonsalves & Co.	Honolulu	Cloon Doe
	Returning by other routes will be the	Ingleside	3 k	Hayes	Brit.	bqe.	926	Dec.	16	laster		4 . 4
9	same as from Gap.	John C. Potter	A h	Localus	Amer	buo.	$\frac{1182}{926}$		4	Order Russell & Co.		1 10 11 14
t	The Return Fare embraces a trip of not more than three hours except returning by	John D. Brower	5 c	Ryan	Brit.	ah.	1147			Melchera & Co.	San Francisco	
t	Aberdeen when three hours and a half will	Lorna Doone	6 0	Lynn	Brit.	bge.	347	Dec.	18	Wieler & Co.		. 107
1	be allowed.	Oregon	3 0	Merryman	amer.	an.	1390			Order .	No. V.	
6	For every hour or part of an hour above	Ralph M. Hayward .	0 X	Mandianna	Span	вор.	574			Siomssen & Co. Chinese	New York	13
1	three or three and, a half, each Coolie will be entitled to an additional payment of five	Sauta Filomena Sarah Hignett	io k	Morgan	Amer.	gh.	1357	Sept.		Eduard Schellhass & Co.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	iv.
- ]	cents.	Sin Kolga	3 0	Hanson	Brit.	bge.	542	Dec.	5 (	Chineso .		
1	Nothing in above scale prevents private	State of Maine	3 0	Nickels	Amer.	sh.	1467	Oct.		P. & O. S. N. Co.	Landan	
f	agreements.	Theodor Ruger	0 0	Allen	Amer	ah.		Nov. Dec.	191	Arnhold, Karberg & Co. N. Legge	London	100
C	Licensed Bearers (each).	Velocity	4 n	Martin	Brit.	bqe.	A	Dec.		Jonsalves & Co.	Honolulu	
1	One Hour,	Ventura	3 k	Estival	Span.		992	Nov.	16 I	Remedios & Co.	. 4	**
	Half day, 35 cents.	Walter Siegfried	3 c	Mitchell	Brit.	bqe.	394	Dec.	18	Chinese	1	

## Her Britannic Majesty's Ships on the China Station.

Walter Siegfried ..... 3 c Mitchell ...... Brit. bqe. 394 Dec. 18 Chinese

Russian gunboat

German gunboat

Wandering Minstrel ... 5 k Wright ...... Brit. bqtin. 366 April 14 Arnhold, Karberg & Co.

William McGilvery ... 8 c Dunbar ...... Amer. sh. 1210 Oct. 25 Adamson, Bell & Co.

Name,	Rig.	Tons.	Gross.	I.H.P.	Cuptain.	Il here at.
Alacrity	despatch-vessel	1400	-		Captain R. Blair Maconochie	Hongkong
Andacious*	double-scrow iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Hongkong
Champion	corveite	2380	14	2340	Captain A. T. Powlett	Hongkong
	corrette	2380	14.	2610	Captain L. C. Keppel	Yokohama
Deepatra	gunboat	465	4.	470	Lieut, Com. H. H. Boteler	Nagasaki
Dockchafer	corrette	2380	14	2590	Capt. Seymour Dacres	Yokohama
Constance		940	4	920	Commander Davis	Singapore
Daring	aloop.	360	3	340	Commander Duvis	In reservo
rsk.	gunboat	465	1 - 1	470	LieutCom. H. R. Adams	Hongkong
Espoir	gunboat	455	4	460	LieutCom. D. L. Dickson	Hankow
Firebrand	gunboat		1			
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Hongkong
Leander ·	cruiser	3750	10	5000	Captain M. J. Dunlop	Hongkong
innet .	gun-vomol	756	5	1050	Commander W. Marrack	Hongkong
Merlin	gunboat	430	4	430	LieutCom. W. M. Maturia	Shanghai
Midge	gun-vossely	603	4	470	Commander H. J. Robilliard	Hongkong
Rainbler	sloop	830	3	690	Commander W. U. Moore	Hongkong
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Hongkong
Satellite	orniser	1420	8	1400	Captain Arthur E. Alington	Singapore
Solent	torpedo mining launch	150	* money		7	Hongkong
Swift	gun-vessol	756	. 5	1010	Commander A. C. B. Bromley	Kobe
Iweed	gunboat	360	3	340		In reserve
Victor Emanuel	receiving ship	5157	14	1	Commodore Morant	Hongkong
Wanderor	gunboat	925	4	750	Captain Orford Churchill	Hongkong
Wivern -+	turret-ship	2750	4 '	1450	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- Hongkong
Zephyr	gunboat	438	4	530	LioutCom. Chas. K. Hope	Port Hamilton

Fore	kru Men-of-war	on.	the	Chin	a and Japan Sta	tion
Name.	Ing and Rig.	Tons.	Guns,	H.P.	Captain.	Where at.
Albatross	Austrian gunboat	560	2	580		
Arngon	Spanish cruiser	1908	1		Captain D. E. Zulnaga	Manila
Aspic ~	French gunboat	470	4	450	Commander Rupe	Chefoo ,
Bismarck	German cruiser	2810	16	2500 .	Captain Kuhm	Singapore
Carola	German copyette	2130	10	2100	Captain Aschmann	Singapore
Chanseur :	French cruiser	920	4	745	Captain Le Gorreo	Kobe
Comète	French gunboat	475	4	450	LieutCommander Noirot	Haiphong
Decres	French cruiser	1680	10	1480	Captain de Montesquon	Yokohama
Jaguar	French gunboat	445	2	270	LieutCommander Fouet	Haiphong
Laclocheteric -	French cruiser	1910	10	1920	Captain de Barbeyrac	Haiphong
Lutin	French gunboat	485	4	425 .	Captain Duval	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Yokohama
Monocacy	U. S. aloop	1370	6	1470	Commander H. Glass	Canton
Mordi	Russian gunboat	465	- 7	60	Commander Moltsoff	Coroa
Nautilus	· German gun-vessel	-755	4	600	Commander Rötger	Kobs
Olga	German oruiser	2100	3 20	_	Captain Bendemann	Singapore
Omeha	U. S. corvette	2400	12	1150	Capt. Thos. O. Selfridge	Chemulpo
Palos	U. S. gunboat	420	.6	500	Lieut. Com. Thomas Nelson	Shanghai
Playier	French gunboat	5,40	_	420	LieutCommander Poidloue	Haiphong
Primauguet	French cruiser	2200	15	2270	Captain M. Buge	Singapore
Rapido	Italian oruiser	1458	5		Captain F. Grevalt	Hongkong
Sagittaire	French gun-vest		-	_	Captain Krautz	Singapore
Sivotch	Russian cruiser	900	. 1	1000	Commander Sucurieff	Nagasaki
Sobo!	Russian gunboat	455	7 .	60	Commander Boyle	Japan
Tamega	Portuguese gunboat	610	5	500	Captain Avila	Macao -
Turenne	French frigate	5880	12	4250	Osptain Dupuis	On a cruise
Vipora	French gunbost	480	4	425	Lieut - Commander Lapeyrere	Haiphong
Visditar Monomach	Russian ironolad	6756	16	7000	Captain Gildebrandt	Vladivatock
A sustaining mitchromitarist	THINDOLOGY STATISTICS	41.00	1		1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	97, 33

### SHIPPING IN CHINA, JAPAN AND PHILIPPINES

WATERS. WHAMPOA.

Flag & Rig. Destination Brit. str. str. Shanghai Meefoo str. Hongkong Peking Brit. str. Shanghai Taiwan

> AMOY. In port on December 22, 1886 MERCHANT STEAMERS.

Chinese Euphrates' British Wenchow British Zafiro British MERCHANT SAILING VESSELS.

Ger. Chateaubriand Brit. boo. Daniel Faugh Balaugh Gr. 3m. sc. Galveston L'Avvenire Br. 3m. sc. Ger. Oscar Mooyer Ger. Sibirier

Ger. bqe. FOOCHOW. In port on December 18, 1886. MERCHANT STEAMERS.

British London, &c. Glaucus MEBCRANT SAILING VESSELS. Brit. sh. Coriolanus Ger. /bqe. Johanna Wagrien Amer. sh

> BEANGHAI. MEBUANT STEAMERS.

In port on ecember 23, 1886 Fench Amazone litish Amoy Hongkong Fitish Anchises London litiah

Canton H'kong, &c. Jock Chingtu Fitish ock Chungking Litish Cito Grman Btish El Dorado Chefoo, &c. Fried. Krupp Gman Bhish Fuh-wo Onese Fungshun Fushun Chése

Bush Chese Chese Hankow, &c. Chese Brah

Hangehow Brah Ichang. Brsh Ingeborg Kiang-Kwan Chese Kiang-pian Chese Kiang-yil Chaga Kiang-yung Kung-pai Kung Wo Brih Lee Sang Brsh Nanzing Brsh Newohwang Olese Poo-chi Shanghai Surat Taku

Ghazee

Hae-an

Hasting

Tientain

Too-nan

Tokio Maru

Hae-shin

Yehsin Yuen-wo Hankow, &c. Yung-ning MERCHANAILING VESSELS. ock Angle India. bqe. Laid up Chingtah Columbus Daniel I. Tennemer. sh. Hagerstown mer. L. Burrell Maria Raffo Morning Lightrit.

Nannimo Norway Sateuma W. B. Flint Amer. bos.

In pon December 15, 1886 Anna Dorof Ger. boe. Dorothy Brit. bge. Kozaki Ma Japan, bqa, Sea Swallo Brit. boe.

YOKOHAMA. on December 14, 1886 Æolus Andreas Brit. Annie Sid Brit.

Archim Amer, sch. Aretic Amer. ach. Diana Ger. Brit. Brit. Amer. sh. Brit.

KOBE. port on December 20, 1886 Emr. Boyd Brit. bqe. He ailing Am Brit. bge. Amer. sh. Dut. ah

HIOGO. In port on December 20, 1886. L. Boyd Brit. bge. Failing Amer. ch. Brit, Berry Amer. sh.

MANILA In port on December 23, 1886. Brit. as. G. Rice Brit.

Amer. bge. ILOILO. In Port on December 7, 1886. Adam W. Spies Amer. bqe.

Scolog

In Port on December 5, 1886, Ger. bge. S. R. Mend Amer. bge

Printed and published by GEO. MURRAY
BAIN, at the China Mail Office, No. 2. Wyndham Street, Hongkong.

Viadivnatock

Canton

Commander Molehonalcy

Captain Joeselike